Cost Feasible Plan Report

FLORIDA-ALABAMA
2050 LONG RANGE TRANSPORTATION PLAN

Prepared for

**Florida-Alabama Transportation Planning Organization,
Florida Department of Transportation, District Three, and
Alabama Department of Transportation**

Prepared by

**Emerald Coast Regional Council
Staff to the Florida-Alabama
Transportation Planning Organization**

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Florida-Alabama
Transportation Planning Organization

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BACKGROUND

The Florida-Alabama 2050 Long Range Transportation Plan (LRTP) Update began when the Florida-Alabama Transportation Planning Organization (TPO) approved the Scope of Services on November 8, 2023. The 2050 LRTP consists of 8 primary tasks that are identified below:

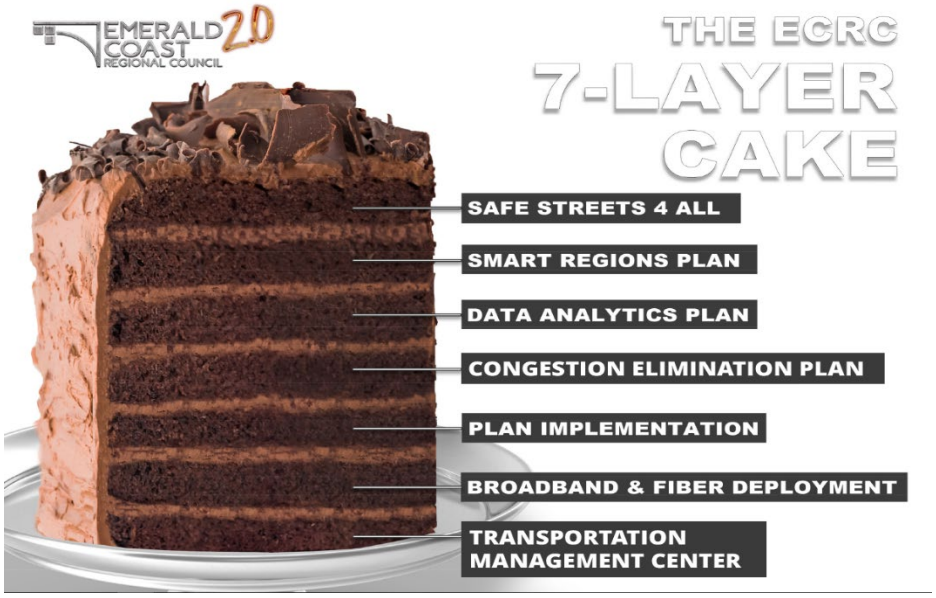
- Public Participation
- Congestion Management Process Update
- Goals and Objectives
- Evaluation Criteria
- Financial Resources
- Needs Assessment
- Cost Feasible Plan
- Final and Summary Reports

An important element in the development of an LRTP is the adoption of the Cost Feasible Plan. This Technical Report describes the 2050 Cost Feasible Plan process and is organized into eight sections:

- Cost Feasible Plan Alternatives
- Steering Committee Meetings
- Public Review
- Adopted 2050 Cost Feasible Plan
- 2050 Cost Feasible Plan Year of Expenditure
- Cost Feasible Plan Deficiencies
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2050 COST FEASIBLE PLAN ALTERNATIVES

The development of the 2050 Cost Feasible Plan included three 2050 Cost Feasible Plan Alternatives. The Cost Feasible Plan is revenue constrained and includes federal, state, and local revenue projections. The adopted 2050 Needs Plan is the starting point of the 2050 Cost Feasible Plan. Four revenue sources were considered for the 2050 Long Range Transportation Plan: Strategic Intermodal System (SIS), Non-SIS, Alabama, and Local. The TPO has the most control over the Non-SIS revenues. As a result, three 2050 Cost Feasible Plan Non-SIS alternatives were developed with the intention of hybrid alternative being recommended for approval. The three Non-SIS Alternatives are as follows: (1) Existing Project Priorities; (2) Evaluation Criteria; and (3) Multi-Modal. The Existing Project Priorities Alternative was based on the current TPO's projects priorities for capacity projects. The Evaluation Criteria Alternative was based on the approved ranked criteria for roadway projects. A separate report exists for the Evaluation Criteria. The Multi-Modal Alternative included capacity projects as well as express bus service, sidewalks and paved shoulders, Regional Trail Program, and the Corridor Management Projects, and projects supporting the anticipated new Transportation Management Center commonly referred to as the 7-Layer Cake. The projects for the three Non-SIS Alternatives are included in Appendix A. Once these three alternatives were agreed upon by the Transportation Planning Organization (TPO) Staff and the consultant (HDR), they were presented to the steering committee.



STEERING COMMITTEE MEETINGS

One way of soliciting public involvement beyond the traditional public workshops was the establishment of a Steering Committee. The Steering Committee was established at the August 2023 TPO Advisory Committee meetings. The membership of the Steering Committee is identified in Appendix B. The Steering Committee met three times to provide input on the 2050 Cost Feasible Plan on the dates listed below. The summaries of these meetings are listed in Appendix B.

- April 15, 2025
- June 10, 2025
- July 15, 2025

PUBLIC REVIEW

In June 2025, three public meetings regarding the 2050 Cost Feasible Plan were held--one each in Orange Beach, Alabama; Pensacola, Florida; and Pace, Florida. The first public meeting was held at the Orange Beach City Council Chambers on June 23, 2025 at 10:00 a.m. The second meeting occurred at the Tyron Branch Library on June 24, 2025 at 2:30 p.m. The third meeting happened on June 25, 2025 at the Pace Library at 10:00 a.m.

The advertisements of the June 23, 24, and 25, 2025 Public Workshops are included in Appendix C. An on-line comment card was posted on the Emerald Coast Regional Council Web Site from June 20, 2025 to July 15, 2025. The comment card results are included in Appendix C.

To support meaningful public participation and raise awareness of the Florida-Alabama 2050 Cost Feasible Plan Public Workshops, ECRC implemented a multi-faceted outreach approach using both traditional and digital communication tools.

Public notices were issued in advance of the workshop and posted to the ECRC website, the Florida-Alabama TPO's 2050 Long Range Transportation Plan webpage, and distributed through official agency channels. The notices included key event details such as the purpose, date, time, location, and participation options. These were released approximately one week prior to the event to allow sufficient time for public awareness.

Targeted outreach was conducted through dedicated social media posts and an eblast sent to ECRC's list of interested parties, including local governments, transportation stakeholders, agency partners, community organizations, and members of the public who have previously engaged with regional planning efforts. These efforts provided workshop details and encouraged participation and input. This method helped ensure timely and direct communication with individuals most likely to be engaged in the planning process.

To continue building awareness and gathering input, public comment cards related to the Cost Feasible Plan were integrated into the outreach and made available to the public via the website and at the public meetings. Outreach began June 20, 2025 and remained active through July 15, 2025, offering additional opportunities for the public to engage and provide feedback beyond the workshops. This extended outreach

helped reinforce key messages and ensured greater visibility of the planning process across the Florida-Alabama region.

Together, these outreach techniques helped ensure that the public workshops and broader Cost Feasible Plan was accessible to the public and aligned with regional stakeholder needs.

ADOPTED 2050 COST FEASIBLE PLAN

The Draft 2050 Cost Feasible Plan was presented to the Technical Coordinating Committee, Citizens' Advisory Committee, and the Transportation Planning Organization at their May Meeting. The Florida-Alabama Transportation Planning Organization approved the 2050 Cost Feasible Plan on August 13, 2025. The adopted 2050 Cost Feasible Plan maps and projects are listed in Appendix D.

August 12, 2025 Technical Coordinating Committee (TCC) Meeting

The TCC recommended the 2050 Cost Feasible Plan be approved as presented.

August 12, 2025 Citizens' Advisory Committee (CAC) Meeting

The CAC recommended the 2050 Cost Feasible Plan be approved as presented.

August 13, 2025 Transportation Planning Organization (TPO) Meeting

The TPO approved the 2050 Cost Feasible Plan as presented, authorized staff to convert the projects into Project Phases for the following fiscal year groupings 2024-2030 (TIP); 2031-2035; 2036 -2040; and 2041-2050 using "year of expenditure dollars"; and recognized the following items have been approved by the TPO and will be summarized in the 2050 Long-Range Transportation Plan Final Report: Goals Objectives Resolution 24-11 adopted on April 10, 2024; Financial Resources Resolution 24-26 adopted on December 11, 2024; Evaluation Criteria Resolution 24-27 adopted on December 11, 2024; Congestion Management Process Major Update Resolution 24-25 adopted on December 11, 2024; 2050 Needs Plan Resolution 25-06 adopted on May 14, 2025; and 2050 Cost Feasible Plan Resolution 25-21 adopted on August 13, 2025.

2050 COST FEASIBLE PLAN YEAR OF EXPENDITURE

Florida

Consistent with federal planning regulations [23 CFR 450.324(f)(11)], the 2050 Revenue Forecast is expressed in Year of Expenditure (YOE) dollars. MPOs will need to use inflation factors to adjust project costs from "Present Day Cost" dollars (typically 2022 or 2023 dollars for recent cost estimates) to future YOE dollars. MPOs also may have to adjust estimates of local revenues not included in the Department's forecast to YOE dollars, depending on how those revenue estimates were developed.

Table 1 assists the TPO in converting project costs to YOE dollars. For example, if the cost estimate for a specific project is expressed in 2022/23 dollars and the project is planned to be implemented in the 2025/26-2029/30 time period, the TPO should multiply the cost estimate by 1.16 to convert the cost estimate to YOE dollars. The inflation multipliers included in Table 1 are based on FDOT's inflation factors associated with developing recent Work Programs.

Table 1: Inflation Factors to Convert Project Estimates to Year of Expenditure Dollars

Time Period for Planned Project or Project Phase Implementation	**Multipliers to Convert Project Cost Estimates to Year of Expenditure Dollars**		
	Project Cost in 2022/2023 PDC $*	**Project Cost in 2023/2024 PDC $***	**Project Cost in 2024/2025 PDC $***
2024-2025	1.04	1.03	N/A
2026-2030	1.16	1.13	1.10
2031-2035	1.37	1.33	1.29
2036-2040	1.61	1.61	1.56
2041-2050	2.06	2.00	1.94

Multipliers are based on the following annual inflation estimates:

From	To	Annual Rate
2022 Dollars	2023 Dollars	Base
2023 Dollars	2024 Dollars	2.8
2024 Dollars	2025 Dollars	2.9
2025 Dollars	2026 Dollars	3.0
2026 Dollars	2027 Dollars	3.1
2027 Dollars	2028 Dollars	3.2
2028 Dollars	2029 Dollars and Beyond	3.3

Source FDOT Revenue Forecasting Handbook, 2023

*"PDC $" means "Present Day Cost

**Inflation factors used for the Florida projects for converting projects to Year of Expenditure Dollars

Alabama

Alabama project costs are estimated using a 1% inflation factor for projecting out-year costs as indicated by the Alabama Department of Transportation.

Project Costs

The 2050 Cost Feasible Plan Projects in Year of Expenditure dollars for three categories (Non-SIS, SIS, and Alabama Projects) are shown in Appendix E by the following four categories (2031-2035, 2036-2040, and 2041-2050). Projects with federal funding are also identified in Appendix E.

Florida 2050 Cost Feasible Plan Costs Shown by Project Category (including SIS)

Capacity Projects	$ 8,392,812,269
Complete Streets/Corridor Management Projects	$ 15,634,692
Intersection Projects	$ 1,452,508,766
7-Layer Cake Projects	$ 43,115,459
Public Transportation Projects	$ -
Bicycle/Pedestrian/Trail Projects	$ 68,091,209
Total	**$ 9,972,162,395**

Alabama 2050 Cost Feasible Plan Costs Shown by Project Category

Capacity Projects	$ 23,352,500
Complete Streets/Corridor Management Projects	$ -
Intersection Projects	$ -
7-Layer Cake Projects	$ -
Public Transportation Projects	$ -
Bicycle/Pedestrian/Trail Projects	$ -
Total	**$ 23,352,500**

Total 2050 Cost Feasible Plan Costs Shown by Project Category

Capacity Projects	$ 8,416,164,769
Complete Streets/Corridor Management Projects	$ 15,634,692
Intersection Projects	$ 1,452,508,766
7-Layer Cake Projects	$ 43,115,459
Public Transportation Projects	$ -
Bicycle/Pedestrian/Trail Projects	$ 68,091,209
Total	**$ 9,995,514,895**

2050 COST FEASIBLE PLAN DEFICIENCIES

Deficiencies for the adopted 2050 Cost Feasible Plan are illustrated in Appendix F. Deficiencies are determined from the 2050 Northwest Florida Regional Transportation Model. The 2050 socio-economic data that was developed in coordination with the Land Use Subcommittee was utilized in the development of the forecast deficiencies. The data was used by the model to produce travel demand on the network. This demand is analyzed as volume to roadway capacity or Volume to Capacity (V/C). The analysis that was completed identified facilities that are expected to experience various levels of congestion in year 2050. For this analysis, the following V/C Ratios were used:

Daily v/c Ratio	Congestion Level
0.9- 1.1	Borderline Congested
1.1 to 1.3	Congested
Higher than 1.3	Very Congested

As indicated on the map in Appendix F, the 2050 Cost Feasible Plan Improvements do not address the majority of the deficiencies anticipated by 2050. The main reason for the lack of deficiencies being addressed in the 2050 Cost Feasible Plan is because only **19%** percent of the 2050 needed projects were funded or partially funded in the 2050 Cost Feasible Plan. Hopefully, additional revenue sources will be obtained by the next time the Long-Range Transportation Plan is updated.

2050 COST FEASIBLE PLAN COMPARED TO 2045 COST FEASIBLE PLAN

The projects that were identified as cost feasible in the 2045 Long Range Transportation Plan but are not included in the adopted 2050 Cost Feasible Plan are listed below.

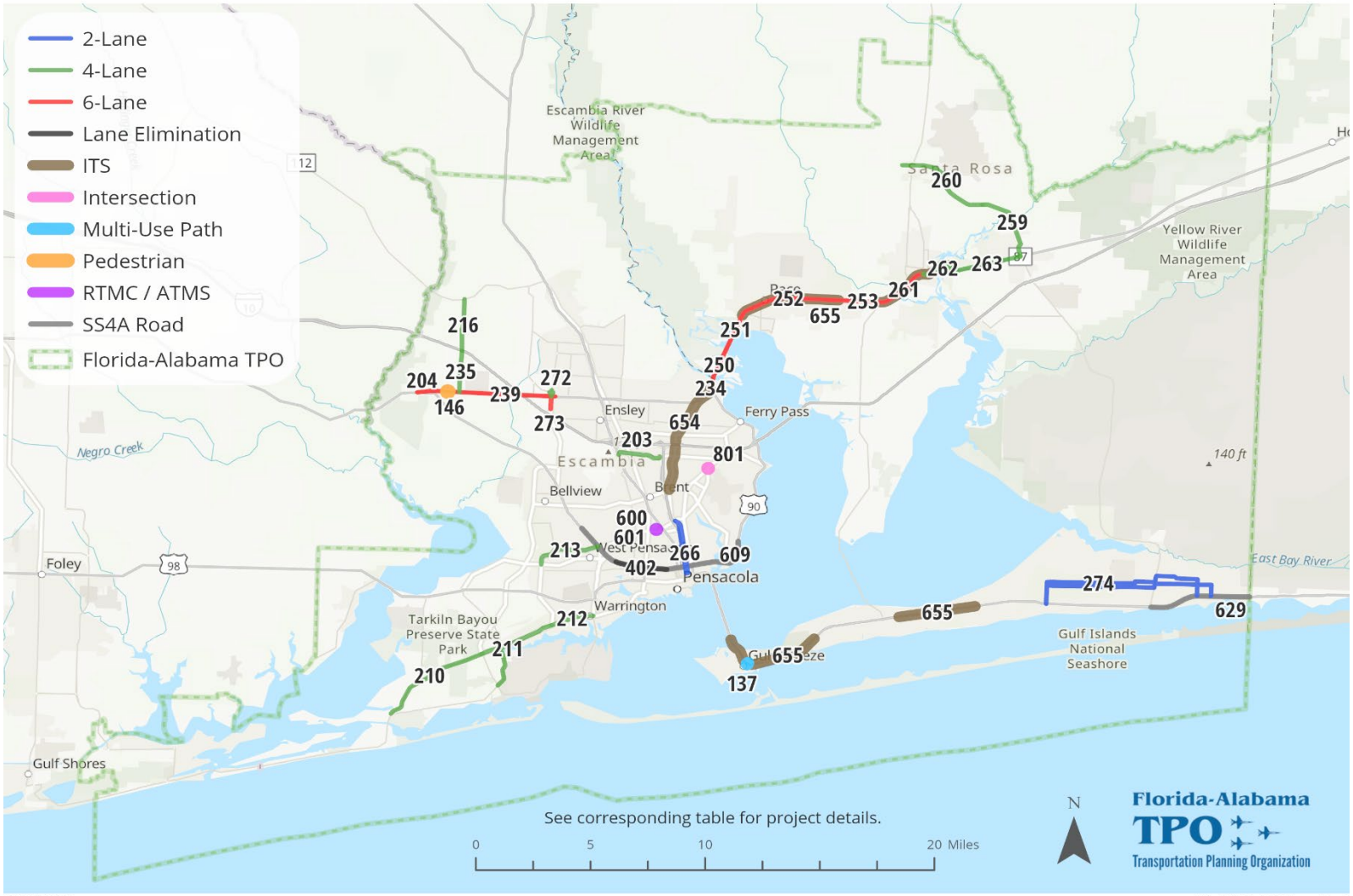
2050 COST-FEASIBLE PLAN COMPARED TO 2045 COST-FEASIBLE PLAN [Projects identified in 2045 LRTP CFP, no longer included in 2050 LRTP CFP]				
Project Name	**From**	**To**	**Improvement**	**Reason Not Included in 2050 Plan**
Strategic Intermodal System (SIS) Projects				
I-10 at US 29 Interchange (ESC) (Phase 2 Ultimate Improvements)			Interchange Reconfiguration	Existing + Committed (under construction)
SR 297 (Pine Forest Road) 4410561	SR 173 (Blue Angel Parkway)	SR 10 (Nine Mile Road)	Feasibility Study	Feasibility Study Complete. Project redefined as 4410563 (CR 297) and 4410562 (SR 297)
US 98 2204401	Bayshore Road	Portside Drive	6-Lane Widening	Existing + Committed (under construction)
Non-Strategic Intermodal System (Non-SIS) Projects				
CR 197A (Woodbine Road) [LOCAL FUNDS]	US 90	Five Points	Widen to 4 Lanes	Santa Rosa County redefined project
Pea Ridge Connector [Phase 1] [LOCAL FUNDS]	US 90	Hamilton Bridge Road	New 4-lane Facility	Complete
Longleaf Drive [Phase 1] [LOCAL FUNDS]	Pine Forest Road	East of Wymart Road	Corridor Improvement to 3 lanes (2 lanes plus Center Turn Lane)	Complete
Alabama Projects				
AL SR 180 (Canal Road Bypass)	AL SR 180 (Canal Road)	SR 161 (Orange Beach Blvd)	Provide Major Intersection Improvement - New bypass alignment Option A	Existing + Committed (under construction)

2050 COST-FEASIBLE PLAN COMPARED TO 2045 COST-FEASIBLE PLAN [Projects identified in 2045 LRTP CFP, no longer included in 2050 LRTP CFP]				
Project Name	**From**	**To**	**Improvement**	**Reason Not Included in 2050 Plan**
AL SR 180 (Canal Road)	Foley Beach Express	SR 161 (Orange Beach Boulevard)	Provide 5 Lanes Capacity	Existing + Committed (under construction)
US98 (SR42)	Barclay Avenue	AL State Line	Paved Shoulders	Projects redefined at Steering Committee 8 (refer to meeting notes) with some segments complete, and some segments moved to Illustrative
US98 (SR42)	Hillcrest Road	Barclay Avenue	Paved Shoulders	
US98 (SR42)	CR 91	Hillcrest	Paved Shoulders	
CR99	CR 91	Carrier Drive	Paved Shoulders	
CR99	Carrier Drive	Spanish Cove Drive	Paved Shoulders	
CR99	Carrier Drive	Spanish Cove Drive	Sidewalks	
Gulf Coast Intracoastal Waterway Bridge (over water)	SR 180 (Canal Road)	Foley Beach Express	New 2 lane Bridge	Existing + Committed (under construction)
Canal Road	SR 161 (Orange Beach Boulevard)	Wilson Boulevard	Provide 5 Lanes Capacity	Project complete
Gulf Coast Intracoastal Waterway Bridge (over land)	SR 180 (Canal Road)	CR 20	New 2 lane Bridge	Existing + Committed (under construction)
Wolf Bay Bridge	SR 180 (Canal Road)	CR 20	New 2 lane Bridge	Illustrative

APPENDIX A – 2050 COST FEASIBLE PLAN ALTERNATIVES

EXISTING PROJECT PRIORITIES

Florida-Alabama TPO - 2050 Long Range Transportation Cost-Feasible Plan
Scenario 2A: FL Project Priorities (Non-SIS)



6/16/2025

FA_2050_LRTP waltonj

Project Priority	PD&E / Design Status	Project Name [Needs Plan #]	From	To	Improvement	County	PD&E+PE	R/W	CST+CEI
*Project phases in green demonstrate initial fiscal constraint based on Present Day Costs [PDC] of **$325.5M**, with $663K remaining for R/W and CST+CEI. Additional revenue for PD&E and PE Production assumed as 22% of available revenue from Handbook Tables 30 and 31 only (state funds only) (in addition to, not subtracted from), reduced to PDC; and adding Table 27 not reduced to PDC since no growth applied:* ***$71.61M**, with $5.4M remaining for PD&E + PE [Handbook p. 41 and FDOT Guidance April 15, 2025]*									
1A	n/a	Regional ITS Plan Projects and Regional Traffic Management Center (RTMC) 4515241, 4515242, 4515243 [Needs Plan ID 600, 654, 655] 4515241 [600] funded $5.7M in FY 26; 4515242 [654] in FY26 at $179K for ESC; 4515243 [655] in FY26 at $357K for SRC. **For LRTP, assumes $700K/yr x 19 years (fiber optic)**			ITS / RTMC / Fiber Optic Technology	Multi	NA	NA	$13,300,000
1B	n/a	Advanced Traffic Management System (ATMS) Operations 4125452 [Needs Plan ID 601] Funded at $2.4M FY26-30. **For LRTP, assumes $1M / year for 19 years**			ATMS / RTMC Operations	Multi	NA	NA	$19,000,000
2	n/a	Other Transportation Needs **For LRTP, assumes $300K / year for 19 years**			$300K / yr x 19 yrs TPO-allocated study or projects	Multi	NA	NA	$5,700,000
3	PD&E and PE Complete	SR 297 Pine Forest Rd 4410562 4410563 [ID 272, 273]	I-10	CR297A	Widen to 4 Lanes with Roundabout at CR 297 and CR 297A and Median U-Turns on Nine Mile Rd (Non-SIS portion North of I-10)	ESC	Complete	$112,926,000 Cost from FDOT D3 March 31 2025 updating the PD&E Final Preliminary Engineering Report (PER) (May 2023), Table 7-1. PDC. R/W and CST covers both 4410562 (SIS) [south of I-10] and 4410563 (Non-SIS) [north of I-10]	$49,556,000
4	PD&E / PE	US 90A (W. Nine Mile Road) 2186055 [204]	US 90 (Mobile Hwy)	SR 297	Widen to 6 lanes,	ESC	$3,737,411 $7,784,822	$71,010,808	$89,525,452

Project Priority	PD&E / Design Status	Project Name [Needs Plan #]	From	To	Improvement	County	PD&E+PE	R/W	CST+CEI
*Project phases in green demonstrate initial fiscal constraint based on Present Day Costs [PDC] of **$325.5M**, with $663K remaining for R/W and CST+CEI. Additional revenue for PD&E and PE Production assumed as 22% of available revenue from Handbook Tables 30 and 31 only (state funds only) (in addition to, not subtracted from), reduced to PDC; and adding Table 27 not reduced to PDC since no growth applied:* ***$71.61M**, with $5.4M remaining for PD&E + PE [Handbook p. 41 and FDOT Guidance April 15, 2025]*									
	re-eval needed, funded (in this scenario)	2185192 [239] TBD [146] Overpass		(Pine Forest Road)	w/ped overpass at Beulah Middle School		Cost from FDOT Cost/Mile (2023), PDC, r/w at 95% of CST		
5	PD&E underway / PE funded (in this scenario)	SR 292 Sorrento Road 4210114 (PD&E) 4210115 (PE) [210]	SR 297 Innerarity Point Rd / SR 292A Gulf Beach Hwy	SR 173 Blue Angel Parkway	Widen to 4 Lanes	ESC	underway $9,900,000	$105,000,000	$178,800,000
							Cost from PDE FDOT White Paper (Mar 2025), PDC		
6	Funded (in this scenario)	US 29 Connector (Segment 1) 4331132, 4331133 [235] SR 99 Beulah Rd from Nine Mile to I-10]; & [216] from I-10 to Muscogee Rd]	Nine Mile Road	Muscogee Road	Widen SR 99 Beulah Rd / New 4 Lane north of I-10	ESC	$2,916,176 $5,832,351	$55,544,179	$67,237,691
							Cost from FDOT Cost/Mile (2023), PDC, r/w at 95% of CST		
7	PD&E complete / PE underway	US 90 Caroline St 4409152 [262]	SR 87N Stewart St	CR 89 Ward Basin Rd	Widen to 4 Lanes	SRC	complete underway	$37,500,000	$73,500,000
							Cost from FDOT D3 April 10, 2025 (Candidate Work Program file)		
8	PD&E complete / PE on hold	US 90 4409151 [261]	Glover Lane / Old US 90	SR 87N Stewart St	Widen to 6 Lanes	SRC	complete $3,293,989	$15,823,941	$19,155,297
							Cost from FDOT Cost/Mile (2023), PDC, r/w at 95% of CST		

Project Priority	PD&E / Design Status	Project Name [Needs Plan #]	From	To	Improvement	County	PD&E+PE	R/W	CST+CEI
*Project phases in green demonstrate initial fiscal constraint based on Present Day Costs [PDC] of **$325.5M**, with $663K remaining for R/W and CST+CEI. Additional revenue for PD&E and PE Production assumed as 22% of available revenue from Handbook Tables 30 and 31 only (state funds only) (in addition to, not subtracted from), reduced to PDC; and adding Table 27 not reduced to PDC since no growth applied:* ***$71.61M**, with $5.4M remaining for PD&E + PE [Handbook p. 41 and FDOT Guidance April 15, 2025]*									
9	PD&E complete / PE underway	US 90 4409153 [263]	CR 89 Ward Basin Rd	SR 87S	Widen to 4 Lanes	SRC	complete underway	$47,090,936	$57,004,818
							Cost from FDOT Cost/Mile (2023), PDC, r/w at 95% CST		
10	PE and CST (resurfacing) funded FY 27	Davis Hwy & MLK Dr / Alcaniz 4531531, 4529311 [266]	Wright St	Fairfield Dr	Two-Way Restoration	ESC	$1,375,945	--	$7,910,684
							Cost from 4531531, 4529311, both of which are for *resurfacing*, PDC, Resurfacing CST funded in FY 27 4531531, 4529311		
11	PD&E Complete / PE funded (in this scenario)	US 90 (Segment 2) 2204365 [250]	Esc / SR Co Line	Simpson River Bridge	Widen to 6 Lanes	SR	complete $7,700,000	$775,000	$171,460,868
							Cost from FDOT D3 March 31, 2025 (Candidate Work Program file)		
12	PD&E Complete / PE funded (in this scenario)	US 90 (Segment 3) 2204366 [251]	Simpson River Bridge	Third Ave	Widen to 6 Lanes	SR	complete $3,520,000	$1,508,200	$73,256,969
							Cost from FDOT D3 March 31, 2025 (Candidate Work Program file)		
13	PD&E Complete / PE funded (in this scenario)	US 90 (Segment 4) 2204367 [252]	Third Ave	CR 197 Bell Lane	Widen to 6 Lanes	SR	complete $5,500,000	$54,032,700	$149,472,480
							Cost from FDOT D3 March 31, 2025 (Candidate Work Program file)		
14	PD&E Complete /	US 90 (Segment 5)	CR 197 Bell Lane	Glover Lane	Widen to 6 Lanes	SR	FDOT in-house	$29,650,400	$161,431,639

Project Priority	PD&E / Design Status	Project Name [Needs Plan #]	From	To	Improvement	County	PD&E+PE	R/W	CST+CEI
*Project phases in green demonstrate initial fiscal constraint based on Present Day Costs [PDC] of **$325.5M**, with $663K remaining for R/W and CST+CEI. Additional revenue for PD&E and PE Production assumed as 22% of available revenue from Handbook Tables 30 and 31 only (state funds only) (in addition to, not subtracted from), reduced to PDC; and adding Table 27 not reduced to PDC since no growth applied:* ***$71.61M**, with $5.4M remaining for PD&E + PE [Handbook p. 41 and FDOT Guidance April 15, 2025]*									
	PE unfunded	2204368 [253]					Cost from FDOT D3 March 31, 2025 (Candidate Work Program file)		
15	PD&E complete / PE funded (in this scenario)	SR 292 Gulf Beach Highway 2184932 [212]	SR 727 Fairfield Dr	SR 295 Navy Blvd	Widen to 4 Lanes	ESC	complete $2,600,000	$21,100,000	$30,200,000
							Cost from FDOT PD&E PER (Nov 2021) Table 6-9. Does not include Patton Drive realignment.		
16	PD&E complete / PE funded (in this scenario)	SR 292 Sorrento Road / Gulf Beach Highway 2184933 [211]	SR 173 Blue Angel Parkway	SR 727 Fairfield Dr	Widen to 4 Lanes	ESC	complete $3,600,000	$23,600,000	$41,200,000
							Cost from FDOT PD&E PER (Nov 2021) Table 6-9. Does not include Patton Drive realignment.		
17	PD&E complete / PE update likely	SR 742 Burgess Road 2184291 [203]	US 29	Hilburn Road	Widen to 4 Lanes	ESC	complete $3,163,332	$0	$34,559,398
							Cost from FDOT Cost/Mile (2023), PDC, r/w assumed at 95% of CST		
18	PD&E needed	SR 727 Fairfield Dr No FPID [213]	US 90 Mobile Hwy	SR 298 Lillian Hwy	Widen to 4 Lanes	ESC	$1,146,708 $2,293,415	$44,188,286	$53,491,084
							Cost from FDOT Cost/Mile (2023), PDC, r/w assumed at 95% of CST		
19	PD&E complete / PE funded (in this scenario)	US 90 (Segment 1) 2204369 [234]	Scenic Hwy	Santa Rosa Co Line	Widen to 6 Lanes	ESC	complete $1,870,000	$8,582,800 Cost from FDOT D3 March 31, 2025 (Candidate Work Program file)	$48,091,040

Project Priority	PD&E / Design Status	Project Name [Needs Plan #]	From	To	Improvement	County	PD&E+PE	R/W	CST+CEI
*Project phases in green demonstrate initial fiscal constraint based on Present Day Costs [PDC] of **$325.5M**, with $663K remaining for R/W and CST+CEI. Additional revenue for PD&E and PE Production assumed as 22% of available revenue from Handbook Tables 30 and 31 only (state funds only) (in addition to, not subtracted from), reduced to PDC; and adding Table 27 not reduced to PDC since no growth applied:* ***$71.61M**, with $5.4M remaining for PD&E + PE [Handbook p. 41 and FDOT Guidance April 15, 2025]*									
20	PD&E underway / PE unfunded	Navarre Community Access Rd 4517351, 4369021 [274]	Edgewood Dr	Whisperin g Pines Rd	Construct 2 Lane Connectivity	SR	Underway $9,688,779	$48,423,447	$111,373,928
							Cost from FDOT Cost/Mile (2023), PDC, assuming new 2-lane construction; r/w assumed at 50% of CST. PD&E in progress will have updated costs.		
21	PD&E Update Needed / PE Unfunded	Langley / Tippin / 9th Ave Intersection 2186202 [801]			Major Intersection Improvement	ESC	$1,396,117 $2,513,011	$35,686,615	$43,199,587
							Cost from FDOT Cost/Mile (2023), PDC, assuming new 4-lane construction; r/w assumed at 95% of CST.		
22	PD&E / PE unfunded	US 90 (W. Cervantes St) No FPID [402]	Dominguez St	A St.	Road Diet	ESC	Not needed $1,116,894	$0	$3,585,175
							Cost from FDOT Cost/Mile (2023), PDC, assuming 4-lane reconstruction.		
23	PD&E Complete / PE Underway	SR 87A New Connector 4167488 [259]	US 90	CR 191 Munson Hwy	New 4 Lane Roadway	SR	Complete Underway	$19,456,332	$44,749,564
							Cost from FDOT Cost/Mile (2023), PDC, assuming new 4-lane. r/w assumed at 50% of CST.		
24	PD&E Complete / PE Underway	SR 87A New Connector 4167489 [260]	CR 191 Munson Hwy	SR 87N	New 4 Lane Roadway	SR	Complete Underway	$26,031,079	$59,871,481
							Cost from FDOT Cost/Mile (2023), PDC, assuming new 4-lane. r/w assumed at 50% of CST.		
25		US 98 Multimodal Overpass (Gulf Breeze)				SR	Complete	$400,000	$4,600,000

Project Priority	PD&E / Design Status	Project Name [Needs Plan #]	From	To	Improvement	County	PD&E+PE	R/W	CST+CEI
*Project phases in green demonstrate initial fiscal constraint based on Present Day Costs [PDC] of $**325.5M**, with $663K remaining for R/W and CST+CEI. Additional revenue for PD&E and PE Production assumed as 22% of available revenue from Handbook Tables 30 and 31 only (state funds only) (in addition to, not subtracted from), reduced to PDC; and adding Table 27 not reduced to PDC since no growth applied:* ***$71.61M**, with $5.4M remaining for PD&E + PE [Handbook p. 41 and FDOT Guidance April 15, 2025]*									
	PD&E Complete / PE Underway	4515721 [137]			Pedestrian Overpass		Underway		
							Cost from City of Gulf Breeze letter Aug 12, 2020, at $4M CST, assuming additional r/w costs at 10% and CEI at 15%		

Not Funded in Draft 2050 Cost Feasible Plan

Phase Funded in Draft 2050 Cost Feasible Plan

	PD&E+PE	R/W	CST+CEI
Sub Totals	--	$758,330,723 $758.3M	$1,611,233,155 $1.6B
Total (R/W + CST and CEI)	--	$2,369,563,878 $2.4B	
FLORIDA Available funds R/W and CST and CEI (SHS [Table 30] + Other Roads (Table 31] + Transit (Table 32) + STBG TMA as Supplemented (Table 27) 2025-2050 as Year of Expenditure (YOE) Table 27 Supplemental STBG fund types (SA, SN, SM, and SL) as updated by FDOT D3 10/02/24, with additional D3 guidance. 10/08/24; and 03/27/25. Capacity funding does not include Carbon Reduction Program [Table 29], Transit [Table 32], Transportation Alternatives (TA) [Table 28], or Transportation Regional Incentive Program (TRIP) [Table 15] funding. **YOE converted to Present Day Cost (PDC) by applying Table 25 Inflation Factors (dividing by) to reduce YOE to PDC using FY22/23 PDC$ Column 1 factors for Tables 30 and 31. Reduction does not apply to Federal funds in Table 27 per D3 guidance 04/08/25. This results in Total Non-SIS Capacity reduced to $325.48 PDC.**	--	**$325,480,000 (PDC)** **$325.48M** [available revenue for R/W and CST+CEI only]	
Difference	--	$-2,043,709,772 -$2.0B	
Subtotal (PD&E and Design)	$80,948,950 $80.1M		
Available funds PD&E and Design Production Support Assumes 22% of available revenue *in addition* to R/W and CST available revenue (not subtracted from) from Handbook Tables 30 and 31 (state funds only) reduced to PDC, adding Table 27 not reduced to PDC b/c no growth applied per FDOT (Central Office guidance 4/15/25)	**$71.61M PDC**		
Difference	-$9,338,950 -$9.4M		

Notes:

- Present Day Cost (PDC) calculated in accordance with FDOT Handbook to deflate YOE to PDC based on inflation factors.
- 2050 Revenue Forecast applied a 0% growth rate to all federal funds, therefore, a PDC reduction of anticipated federal funds is not necessary.
- Available revenue in PDC is for the R/W and CST+CEI phases only. Available revenue for PD&E and PE phases is based on assumption of an additional 22% of the PDC available revenue but not subtracted from the PDC available revenue per direction from ECRC, consistent with previous LRTP methodology.

EVALUATION CRITERIA

Florida-Alabama TPO - 2050 Long Range Transportation Cost-Feasible Plan
Scenario 2B: Evaluation Criteria (FL)



Alabama								
Eval Score	**Project Name [Needs Plan #]**	**From**	**To**	**Improvement**	**County**	**Utility+ Design**	**R/W**	**CST+CEI**
*Project phases in green demonstrate initial fiscal constraint based on Present Day Costs [PDC] of **$14M** combining AL Capacity and MPO Dedicated funds.*								
36.243	AL SR 182 Multi-Use Path [149]				Baldwin	$1,998,000 $2,017,036	$9,984,327	$11,597,956
30.618	AL SR 180 (Canal Road) [307]	Beaver Creek Lane	Foley Beach Express	5 Lanes Capacity	Baldwin	CST funded in FY-AL TPO FY26-30 TIP $3.1M		
27.698	AL SR 180 (Canal Road) [308]	AL SR 59	Beaver Creek Lane	5 Lanes Capacity	Baldwin	$1,440,000 $1,700,000	$4,400,000	$15,812,500
26.243	AL SR 182 (Perdido Beach Blvd) [150]			Pedestrian and Bicycle Safety	Baldwin	CST funded in FY-AL TPO FY26-30 TIP $1,202,392		
25.618	AL Foley Beach Express [800]			Intersection Reconfiguration	Baldwin	underway $500,000	$200,000	$3,200,000
24.788	US 90 (AL) [200]			4 Lanes Capacity	Baldwin	$2,805,000 $637,500	$3,825,000	$4,887,500
23.743	US 98 (AL) [201]			4 Lanes Capacity	Baldwin	$5,115,000 $1,162,500	$6,975,000	$8,912,500

	UT+PE	**R/W**	**CST+CEI**
Sub Totals	$17,375,036 $17.4M	$25,384,327 $25.4M	$45,612,848 $45.6M
Total	$88,372,211 $88.4M		
ALABAMA Available funds reduced to **PDC** Combines both Capacity and MPO-Dedicated SU Funds [$6,520,320 for MPO-Dedicated Funds requires 20% Local Match]	**$14,033,513 (PDC)** **$14.1M**		
Funded phases	$13,999,363		
Difference (cost-feasible projects only)	$34,150 remaining		

Florida								
Eval Score	**Project Name [Needs Plan #]**	**From**	**To**	**Improvement**	**County**	**PD&E+PE**	**R/W**	**CST+CEI**
*Project phases in green demonstrate initial fiscal constraint based on Present Day Costs [PDC] of $**325.5M** for R/W and CST+CEI.* *Additional revenue for PD&E and PE Production assumed as 22% of available revenue from Handbook and FDOT Guidance: **$71.61M** for PD&E + PE*								
n/a	Regional ITS Plan Projects and Regional Traffic Management Center (RTMC) 4515241, 4515242, 4515243 [Needs Plan ID 600, 654, 655] 4515241 [600] funded $28.3M in FY 25/26 with $3M in FY26; 4515242 [654] in draft FY26 at $176,333 for ESC; 4515243 [655] in draft FY26 at $357,667 for SRC. **For LRTP, assume $700K/yr x 19 years (fiber optic)** Non-SIS Priority 1A			ITS / RTMC / Fiber Optic Technology	Multi	n/a	n/a	$13,300,000
n/a	Advanced Traffic Management System (ATMS) Operations 4125452 [Needs Plan ID 601] **For LRTP, assume $1M / year for 19 years** Non-SIS Priority 1B			ATMS / RTMC Operations	Multi	n/a	n/a	$19,000,000
62.486	SS4A Safety Action Plan High Injury Network Santa Rosa-2, Rank 75 [US 98 from SR 87 to County Line][629]				SRC	$150,000	TBD	TBD
61.239	US 98 [W. Navy Blvd] Complete Street [401]	SR 295	Bayou Chico Bridge	Complete Street Redesign	ESC	complete $1,000,000	$0	$22,600,000
59.569	SS4A Safety Action Plan High Injury Network Escambia-7, Rank 141 [609]				ESC	$150,000	TBD	TBD
59.156	US 98 at SR 295 (Navy Blvd) - Intersection Improvement [802]				ESC	$702,733 $936,978	$4,216,400	$5,387,622
58.739	US 98 (SR 30) [No local road name] - [220]	Fairfield	Navy	6 Lane Capacity and Access Improvements to NAS Corry Station at Navy Exchange Rd	ESC	$791,824 $6,334,595	$30,089,325	$36,423,920

Florida								
Eval Score	**Project Name [Needs Plan #]**	**From**	**To**	**Improvement**	**County**	**PD&E+PE**	**R/W**	**CST+CEI**
*Project phases in green demonstrate initial fiscal constraint based on Present Day Costs [PDC] of $**325.5M** for R/W and CST+CEI.* *Additional revenue for PD&E and PE Production assumed as 22% of available revenue from Handbook and FDOT Guidance: **$71.61M** for PD&E + PE*								
58.736	SR 292 (Sorrento Road) [MIRR 5.5.6] [210]	SR 292	Blue Angel SR 173	4 Lane Capacity	ESC	complete $9,900,000	$105,000,000	$178,800,000
58.524	Davis Hwy / Martin Luther King [266]	Wright St	SR 295	Two-Way Restoration	ESC	complete $1,375,945	$0	$7,911,684
58.111	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 9 [SR 87 Ramp to I-10 WB] [650]				SRC	$150,000	TBD	TBD
57.694	SS4A Safety Action Plan High Injury Network Escambia-13, Rank 84 [9th Avenue, from Bayfront to Fairfield] [615]				ESC	$150,000	TBD	TBD
57.281	Great Northwest Trail Corridor Unfunded Gap 1 Gulf Breeze Pkwy [88]	Bridge	Gulf Islands National Seashore	SUNTrail	SRC	Underway as 4554132 $396,697	$991,744	$2,281,010
56.239	SS4A Safety Action Plan High Injury Network Escambia-12, Rank 88 [SR 292 from Dog Track to Lemhurst] [614]				ESC	$150,000	TBD	TBD
56.236	US 90 (Caroline Street) [262]	Stewart St	Ward Basin	4 Lanes Capacity	SCR	Complete Underway	$37,500,000	$73,500,000
54.364	SR 295 (N. New Warrington Rd) [223]	US 90	US 90	6 Lanes Capacity	ESC	$601,787 $4,814,292	$22,867,887	$24,682,179
54.364	SR 727 (S. Fairfield Dr.) [224]	US 98	SR 292	4 Lanes Capacity	ESC	$632,666 $5,061,331	$24,041,320	$29,102,651
54.361	SR 292 (Perdido Key Drive) Theo Baars ICWW Bridge [209]	Bridge	SR 292 / SR 297	4 Lanes Capacity	ESC	$3,368,558 $13,474,231	$64,002,599	$77,476,831
54.361	SS4A Safety Action Plan High Injury Network Santa Rosa-1, Rank 106 [US 90 from Pace Ln to SR 87] [628]				SRC	$150,000	TBD	TBD
53.948	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 7 [Coral St at US 98] [648]				SRC	$150,000	TBD	TBD

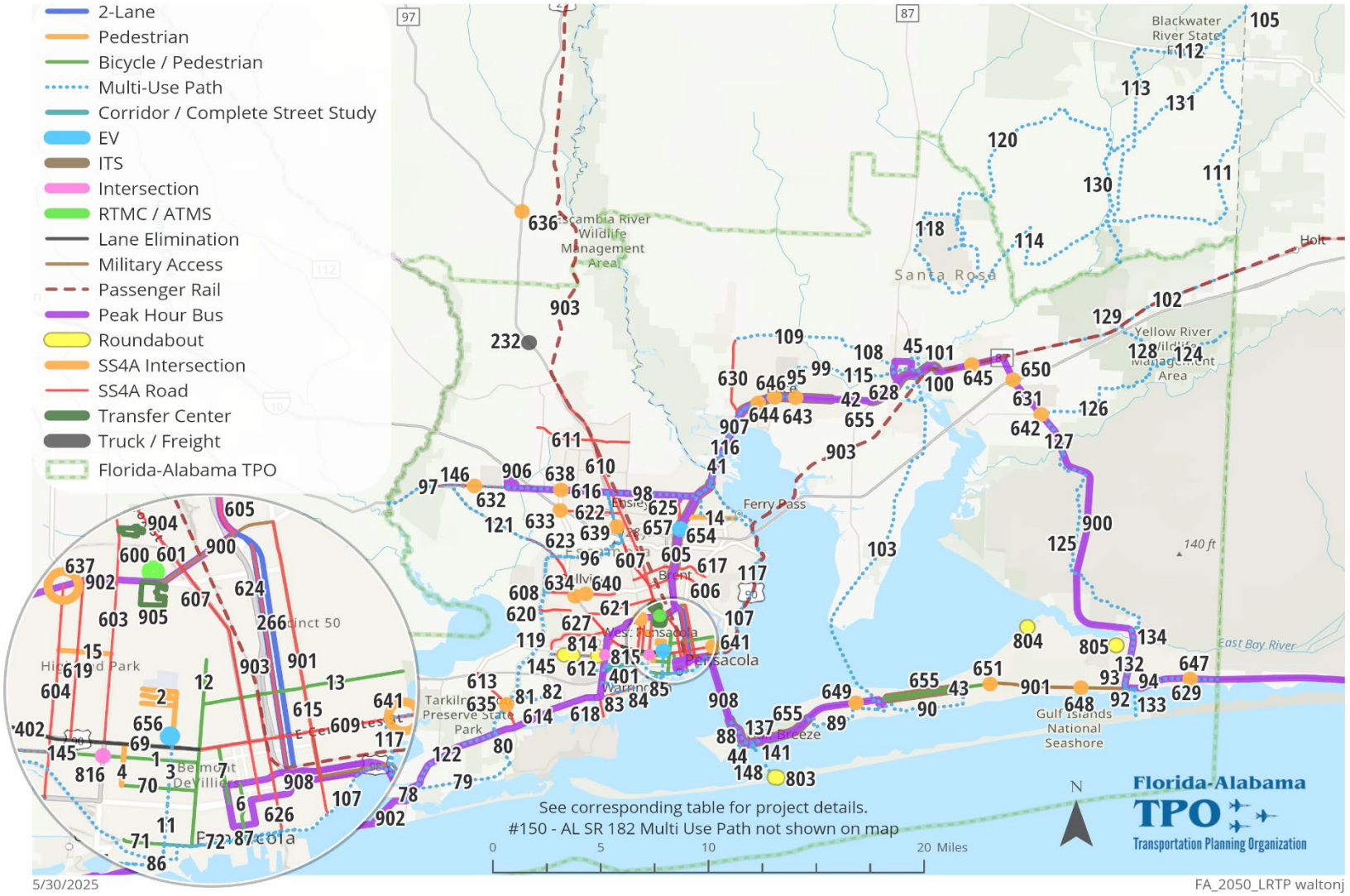
Florida								
Eval Score	**Project Name [Needs Plan #]**	**From**	**To**	**Improvement**	**County**	**PD&E+PE**	**R/W**	**CST+CEI**
*Project phases in green demonstrate initial fiscal constraint based on Present Day Costs [PDC] of $**325.5M** for R/W and CST+CEI.* *Additional revenue for PD&E and PE Production assumed as 22% of available revenue from Handbook and FDOT Guidance: **$71.61M** for PD&E + PE*								
53.945	SS4A Safety Action Plan High Injury Network Santa Rosa-4, Rank 40 [SR 87 from Farrington Rd to US 90] [631]				SRC	$150,000	TBD	TBD
53.531	SR 173 [N. Blue Angel Parkway] - (MIRR 5.5.5) [SIS] [MAF] [295]	US 98	Kennedy Dr.	4 Lanes Capacity	ESC	Underway $3,100,000	$3,700,000	$78,300,000
53.528	SR 173 [N. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS] [MAF] [296]	Kennedy Dr.	Saufley Field	4 Lanes Capacity	ESC	Underway $3,500,000	$31,500,000	$66,400,000
53.319	SS4A Safety Action Plan High Injury Network Escambia-5, Rank 73 [US 29 from Diamond Dairy Rd to Garden St] [607]				ESC	$150,000	TBD	TBD
53.118	SR 173 [S. Blue Angel Parkway] (MIRR: 5.5.5) [SIS] [MAF] [292]	South of SR 292 to NAS West Gate		Dedicated truck lane w/ signage/signal	ESC	$520,436 $1,040,872	$2,602,181	$5,985,015
53.114	Cantonment to Bellview Loop (North) [104]			Trail	ESC	$0 $3,528,520	$8,821,299	$20,288,988
52.906	US 90 [261]	Glover	Stewart	6 Lanes Capacity	SRC	Complete $3,293,989	$15,646,449	$18,940,439
52.486	US 98 (SR 30) [No local road name] [221]	Blue Angel	Fairfield	6 Lanes Capacity	ESC	$950,189 $3,800,757	$18,053,595	$21,854,352
52.486	SS4A Safety Action Plan High Injury Network Escambia-14, Rank 236 [Davis Hwy from US 90 to County Line] [616]				ESC	$150,000	TBD	TBD
52.073	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 6 [Whispering Pines Blvd at US 98] [647]				SRC	$150,000	TBD	TBD
51.656		US 98 Navarre Parkway		SUNTrail	SRC	$0	$208,788	$480,212

Florida								
Eval Score	**Project Name [Needs Plan #]**	**From**	**To**	**Improvement**	**County**	**PD&E+PE**	**R/W**	**CST+CEI**
*Project phases in green demonstrate initial fiscal constraint based on Present Day Costs [PDC] of $**325.5M** for R/W and CST+CEI.* *Additional revenue for PD&E and PE Production assumed as 22% of available revenue from Handbook and FDOT Guidance: **$71.61M** for PD&E + PE*								
	Great Northwest Trail Corridor Unfunded Gap 6 [92]					$83,515		
51.656	FNST Corridor - SR 87 [132]	River Rd	Navarre Beach Causeway	Trail	SRC	$0 $709,880	$1,774,699	$4,081,808
51.656	US 98 (SR 30) [No local road name] [222]	Dog Track	Blue Angel	4 Lane Capacity	ESC	$751,291	$28,549,068	$34,559,398

	PD&E+PE	R/W	CST+CEI
Sub Totals	$161,843,090	$793,488,156 $793.5M	$1,534,659,019 $1.5B
Total (R/W + CST and CEI)	--	$2,328,147,175 $1.3B	
FLORIDA Available funds R/W and CST and CEI (SHS [Table 30] + Other Roads (Table 31] + Transit (Table 32) + STBG TMA as Supplemented (Table 27) 2025-2050 as Year of Expenditure (YOE) Table 27 Supplemental STBG fund types (SA, SN, SM, and SL) as updated by FDOT D3 10/02/24, with additional D3 guidance. 10/08/24; and 03/27/25. Capacity funding does not include Carbon Reduction Program [Table 29], Transit [Table 32], Transportation Alternatives (TA) [Table 28], or Transportation Regional Incentive Program (TRIP) [Table 15] funding. **YOE converted to Present Day Cost (PDC) by applying Table 25 Inflation Factors (dividing by) to reduce YOE to PDC using FY22/23 PDC$ Column 1 factors for Tables 30 and 31. Reduction does not apply to Federal funds in Table 27 per D3 guidance 04/08/25.** **This results in Total Non-SIS Capacity reduced to $325.48 PDC.**	--	**$325,480,000 (PDC)** **$325.48M** [available revenue for R/W and CST+CEI only]	
Difference (all projects)	--	$-2,002,667,175 -$2.1B	
Difference (cost-feasible projects only)	--	$1,408,928 $1.4M remaining	
Subtotal (PD&E and Design)	$161,843,090 $161.8M	--	
Available funds PD&E and Design Production Support Assumes 22% of available revenue *in addition* to R/W and CST available revenue (not subtracted from) from Handbook Tables 30 and 31 (state funds only) reduced to PDC, adding Table 27 not reduced to PDC b/c no growth applied per FDOT (Central Office guidance 4/15/25)	**$71.61M PDC**	--	
Difference (all projects)	-$90,233,090 -$90.2M	--	
Difference (cost-feasible projects only)	$40,205 $40K remaining	--	

MULTIMODAL

Florida-Alabama TPO - 2050 Long Range Transportation Cost-Feasible Plan
Scenario 2C: FL Multi-Modal



PD&E / Design Status	Project Name [Needs Plan #]	From	To	Improvement	County	PD&E+PE	R/W	CST+CEI
*Project phases in green demonstrate initial fiscal constraint based on Present Day Costs [PDC] of $**325.5M** for R/W and CST+CEI.* *Additional revenue for PD&E and PE Production assumed as 22% of available revenue from Handbook Tables 30 and 31 only (state funds only) (in addition to, not subtracted from), reduced to PDC; and adding Table 27 not reduced to PDC since no growth applied: **$71.61M** for PD&E + PE [Handbook p. 41 and FDOT Guidance April 15, 2025]*								
n/a	Regional ITS Plan Projects and Regional Traffic Management Center (RTMC) 4515241, 4515242, 4515243 [Needs Plan ID 600, 654, 655] 4515241 [600] funded $28.3M in FY 25/26 with $3M in FY26; 4515242 [654] in draft FY26 at $176,333 for ESC; 4515243 [655] in draft FY26 at $357,667 for SRC. **For LRTP, assume $700K/yr x 19 years** **(fiber optic)** Non-SIS Priority 1A			ITS / RTMC / Fiber Optic Technology	Multi	n/a	n/a	$13,300,000
n/a	Advanced Traffic Management System (ATMS) Operations 4125452 [Needs Plan ID 601] **For LRTP, assume $1M / year for 19 years** Non-SIS Priority 1B			ATMS / RTMC Operations	Multi	n/a	n/a	$19,000,000
n/a	SS4A Safety Action Plan High-Injury Network (HIN) Escambia County [603-627 & 632-641] **For LRTP, assume $150K / HIN site x 35 sites**			Safety Implementation Plan at each HIN site	ESC	$5,250,000	To be determined	To be determined
n/a	SS4A Safety Action Plan High-Injury Network Santa Rosa County [628-631 & 642-651] **For LRTP, assume $150K / HIN site x 14 sites**				SRC	$2,100,000	To be determined	To be determined
n/a	Other Transportation Needs (Corridor Management Plans, bike / ped / trail / transit projects) **For LRTP, assume $800K / year for 19 years**			$800,000 / yr	Multi	n/a	n/a	$15,200,000
PE underway	Downtown Pensacola Waterfront Connector Trail - Phase 2 4534762 [72] SUNTrail Priority 1	Cypress St. and South Pace Blvd	East Main St. and S. Tarragona St	SUNTrail Shared-Use Path	ESC	Underway [Funded at $441K in FY 25]	$2,067,003	$2,641,170
PE underway	Soundview Trail 4554131 & 4554132 [141] SUNTrail Priority 2	Shoreline Dr / US 98	Bob Sikes Bridge	SUNTrail Shared-Use Path	SRC	Underway [Funded at $962K in FY	$2,160,957	$2,761,224

PD&E / Design Status	Project Name [Needs Plan #]	From	To	Improvement	County	PD&E+PE	R/W	CST+CEI
*Project phases in green demonstrate initial fiscal constraint based on Present Day Costs [PDC] of $**325.5M** for R/W and CST+CEI.* *Additional revenue for PD&E and PE Production assumed as 22% of available revenue from Handbook Tables 30 and 31 only (state funds only) (in addition to, not subtracted from), reduced to PDC; and adding Table 27 not reduced to PDC since no growth applied: **$71.61M** for PD&E + PE [Handbook p. 41 and FDOT Guidance April 15, 2025]*								
						28 in 4554132]		
PE needed	Nine Mile Road Ped Overpass [146]	Rebel Rd	Beulah Middle School	Pedestrian Overpass	ESC	$360,000	Assumed w/ [204]	$4,140,000
PD&E Complete / PE Underway	US 98 Multimodal Overpass (Gulf Breeze) 4515721 [137] Non-SIS Priority #25	Shoreline Dr	McClure Dr	Pedestrian Overpass (new)	SRC	Underway	Donated	$4,680,000
Needed	Truck Parking [232]	FDOT truck weigh station US 29 near Pinoak Ln			ESC	$702,733	$2,225,322	$2,693,811
PE and CST (resurfacing) funded FY 27	Davis Hwy & MLK Dr / Alcaniz 4531531, 4529311 [266]	Wright St	Fairfield Dr	Two-Way Restoration	ESC	$1,375,945	--	$7,910,684
						Cost from 4531531, 4529311, both of which are for *resurfacing*, PDC, Resurfacing CST funded in FY 27 4531531, 4529311		
PD&E / PE unfunded	US 90 (W. Cervantes St) No FPID [402]	Dominguez St	A St.	Road Diet	ESC	$1,116,894	--	$3,211,069
PE unfunded	EV Charging Station at (Smart Regions Master Plan) [656]	Fricker Community Center		EV Charging	ESC	$500,000	--	$2,500,000
PE unfunded	EV Charging Station at SR 291 (Smart Regions Master Plan) [657]	8084 N. Davis Hwy		EV Charging	ESC	$500,000	--	$2,500,000
PD&E Complete / PE unfunded	US 98 (SR 30) [W. Navy Blvd] 2186302 [401]	SR 295	Bayou Chico Bridge	Complete Streets Redesign	ESC	$1,000,000	--	$22,600,000
PD&E Complete / PE unfunded	Reimagine Jackson Implementation CR 298 (W. Jackson St) Shared Use Path [145]	SR 727 Fairfield Dr	T Street	Shared Use Path	ESC	$876,920	$2,192,276	$5,042,234

PD&E / Design Status	Project Name [Needs Plan #]	From	To	Improvement	County	PD&E+PE	R/W	CST+CEI
*Project phases in green demonstrate initial fiscal constraint based on Present Day Costs [PDC] of $**325.5M** for R/W and CST+CEI.* *Additional revenue for PD&E and PE Production assumed as 22% of available revenue from Handbook Tables 30 and 31 only (state funds only) (in addition to, not subtracted from), reduced to PDC; and adding Table 27 not reduced to PDC since no growth applied: **$71.61M** for PD&E + PE [Handbook p. 41 and FDOT Guidance April 15, 2025]*								
PD&E Complete / PE unfunded	Reimagine Jackson Implementation Sidewalks [001]	SR 295 New Warrington Rd	A Street	Continuous Sidewalk and Street Resurfacing	ESC	$376,080	$1,692,361	$2,162,461
PD&E Complete / PE unfunded	Reimagine Jackson Implementation - Mini Roundabouts CR 298 (W. Jackson St) [814]	N 49th Ave, N 62nd Ave, N 65th Ave, N 72nd Ave		Mini Roundabouts	ESC	$468,489	$2,108,200	$2,693,811
PD&E Complete / PE unfunded	Reimagine Jackson Implementation – Intersection Reconfiguration CR 298 (W. Jackson St) [815]	New Warrington Rd		Intersection Reconfiguration / Roundabout	ESC	$468,489	$2,108,200	$2,693,811
PD&E Complete / PE unfunded	Reimagine Jackson Implementation – Intersection Reconfiguration CR 298 (W. Jackson St) [816]	SR 292 Pace Blvd		Intersection Reconfiguration / Roundabout	ESC	$468,489	$2,108,200	$2,693,811
PD&E unfunded / PE unfunded	Pensacola Beach Blvd Shared Use Path [148]	Toll Booth	Ft. Pickens Rd	Shared-Use Path	ESC	$208,788	$939,547	$1,200,532
PD&E / PE complete (update likely)	Pensacola Beach Roundabouts [Option 1A At-Grade] [803]	SR 399 (Via de Luna Drive) at Ft Pickens Rd & Casino Beach		Roundabout	ESC	$2,250,000	$7,500,000	$18,975,000
PD&E complete / PE unfunded	CR 399 (East Bay Boulevard) - Intersection Improvement (Roundabout)	Edgewood Dr and Andorra St		Roundabout	SRC	$2,342,444	$4,216,400	$5,388,022

PD&E / Design Status	Project Name [Needs Plan #]	From	To	Improvement	County	PD&E+PE	R/W	CST+CEI
*Project phases in green demonstrate initial fiscal constraint based on Present Day Costs [PDC] of $**325.5M** for R/W and CST+CEI.* *Additional revenue for PD&E and PE Production assumed as 22% of available revenue from Handbook Tables 30 and 31 only (state funds only) (in addition to, not subtracted from), reduced to PDC; and adding Table 27 not reduced to PDC since no growth applied: **$71.61M** for PD&E + PE [Handbook p. 41 and FDOT Guidance April 15, 2025]*								
	[804, 805]							
PD&E complete / PE unfunded	Berryhill Road Shared-Use Paths (2019 CMP) [108]	Anderson Lane		SR 89 Dogwood Dr	SRC	$605,486	$1,513,714	$3,481,542
PD&E complete / PE unfunded	Berryhill Road Shared-Use Paths (2021 CMP) [109]	Anderson Lane		Chumuckla Highway	SRC	$1,064,820	$2,662,049	$6,122,713
PD&E Grant Funded / PE unfunded	BluffLine [107]	Multiple trail segments		Trail / Shared-Use Path	ESC	$3,987,854	$9,969,634	$22,930,158
						$1.2M USDOT Reconnecting Communities Pilot program grant Dec 2024 for study phase		
PD&E unfunded / PE unfunded	AL SR 182 Multi-Use Path [150]	AL SR 182		TPO Boundary	Baldwin	$4,015,036	$9,984,327	$11,597,956

Express Bus Service and ECAT Projects			Planning Study Cost	Capital Equipment	Operating Costs
n/a	Express Bus - Navarre East (Pensacola, US 90 / SR 87 / Hurlburt Field) - Peak Hour Bus Service [900]	Multi	$30,200	$1,116,363	$5,737,933
n/a	Express Bus - Pensacola / US 98 / Hurlburt Field - Peak Hour Bus Service [901]	Multi	$30,200	$1,116,363	$5,737,933
n/a	Express Bus (Seasonal) - Orange Beach / Gulf Shores - Peak Hour Bus Service [902]	Multi	$30,200	$1,116,363	$5,737,933
n/a	Express Bus - Navy Federal [906]	ESC	$30,200	$1,116,363	$5,737,933
n/a	Express Bus - Milton [907]	Multi	$30,200	$1,116,363	$5,737,933
n/a	Express Bus - Santa Rosa Tiger Point Community Center [908]	Multi	$30,200	$1,116,363	$5,737,933
n/a	ECAT Transfer Facility (new) and Renovate (existing) Rosa Parks Transit Center [Needs Plan IDs 904, 905] [Funded by State of FL Hurricane Sally Recovery Grant through FL Department of Commerce Rebuild Florida Program (July 2023)]	ESC	$52.9M [grant award] R/W under purchase by Escambia County. CST TBD by design firm to be selected.		
Amtrak			**Planning Study Cost**	**Capital Equipment**	**Operating Costs**
n/a	Amtrak Passenger Rail Service (Regional) [903] For LRTP: Assumes $473,000 for operating cost x 19 years	Multi	$1,233,000	$ 760,000	$8,987,000
			Cost from FL-AL Resolution 24-02 Metropolitan Planning Organization Advisory Council (MPOAC)/ FDOT Passenger Rail Priorities Package (February 7, 2024)		

Trails					PD&E+PE	R/W	CST+CEI
PD&E complete /PE unfunded	FDEP FL Greenways and Trails Opportunity Corridors [118-134]	Multiple trail segments	Trail / Shared-Use Path	ESC, SRC	$11,232,802	$28,082,005	$64,588,613
PD&E complete / PE unfunded	FL National Scenic Trail Unfunded Gaps [124-134]	Multiple trail segments	Trail / Shared-Use Path	ESC, SRC	$10,877,862	$27,194,656	$62,547,709
PD&E complete / PE unfunded	Other Bike / Ped Projects (not trails) [2-4, 6-7, 11-15, 41-45, 69-71]	Multiple segments	Sidewalks	ESC, SRC	$12,961,499	$32,403,747	$74,528,618
PD&E complete / PE unfunded	SUNTrail Unfunded Gaps [78-103, 105, 111-117]	Multiple trail segments	Trail / Shared-Use Path	ESC, SRC	$41,882,902	$104,707,254	$240,826,684

	PD&E+PE	R/W	CST+CEI
Sub Totals	--	$242,549,703 $242.5M	$661,431,322 $661.4M
Total (R/W + CST and CEI)	--	$925,563,308 $925.69M	
FLORIDA Available funds R/W and CST and CEI (SHS [Table 30] + Other Roads (Table 31] + Transit (Table 32) + STBG TMA as Supplemented (Table 27) 2025-2050 as Year of Expenditure (YOE) Table 27 Supplemental STBG fund types (SA, SN, SM, and SL) as updated by FDOT D3 10/02/24, with additional D3 guidance. 10/08/24; and 03/27/25. Capacity funding does not include Carbon Reduction Program [Table 29], Transit [Table 32], Transportation Alternatives (TA) [Table 28], or Transportation Regional Incentive Program (TRIP) [Table 15] funding. **YOE converted to Present Day Cost (PDC) by applying Table 25 Inflation Factors (dividing by) to reduce YOE to PDC using FY22/23 PDC$ Column 1 factors for Tables 30 and 31. Reduction does not apply to Federal funds in Table 27 per D3 guidance 04/08/25.** **This results in Total Non-SIS Capacity reduced to $325.48 PDC.**	--	**$325,480,000 (PDC)** **$325.48M** [available revenue for R/W and CST+CEI only]	
Difference (all projects)	--	$-579,412,025 -$579.4M	
Difference (cost-feasible projects only)	--	$190,600 $190K remaining	
Subtotal (PD&E and Design)	$108,170,758 $108.2M	--	
Available funds PD&E and Design Production Support Assumes 22% of available revenue *in addition* to R/W and CST available revenue (not subtracted from) from Handbook Tables 30 and 31 (state funds only) reduced to PDC, adding Table 27 not reduced to PDC b/c no growth applied per FDOT (Central Office guidance 4/15/25)	**$71.61M** **PDC**	--	
Difference (all projects)	-$36,560,758 -$36.6M	--	
Difference (cost-feasible projects only)	$5,322,144 $5.3M remaining	--	

APPENDIX B – STEERING COMMITTEE MEMBERSHIP

STEERING COMMITTEE MEMBERSHIP

NAME

FDOT

Bryant Paulk

Christy Johnson

Holly Cohen (freight)

ALDOT

Vince Beebe

Scott Moseley

PENSACOLA NAVAL AIR STATION

Steve Opalenik

WHITING FIELD

Randy Roy

Scott Davidson

PENSACOLA INTERNATIONAL AIRPORT

Roy Remington

BICYCLING PERSPECTIVE

Christian Wagley

ESCAMBIA COUNTY AREA TRANSIT

Thaddeus Davenport

BALDWIN REGIONAL AREA TRANSIT SYSTEM

Ann Simpson

CITIZENS ADVISORY COMMITTEE

Jeb Smith

Vernon Compton

Alan Isaacson

Jim Kauffman

TECHNICAL COORDINATING COMMITTEE

Sarah Sislak

Wendy Gavin

Andrew Holmer

Zakkiyyah Osuigwe

APRIL 15, 2025 STEERING COMMITTEE MEETING SUMMARY

2050 Florida-Alabama Transportation Planning Organization Long Range Transportation Plan
Steering Committee #8
April 15, 2025 Meeting Summary

Members Attending
Ray Corbitt, FDOT D3 Rail, Seaport, Freight Office for Holley Cohen (Online)
Ann Simpson, Director of Transportation, Baldwin County (Online)
Roy Remmington, Pensacola International Airport
Scott Davidson, Hurlburt Field
Wendy Gavin, TCC, City of Pensacola (Online)
Zakkiyyah Osuigwe, TCC, Santa Rosa County

Members Not Attending
Vince Beebe, ALDOT
Scott Moseley, ALDOT
Bryant Paulk, FDOT
Christy Johnson, FDOT
Thaddeus Davenport, ECAT
Randy Roy, Whiting Field
Steve Opalenik, Pensacola Naval Air Station
Thomas Coggins, Port of Pensacola
Christian Wagley, Bicycle Perspective
Andrew Holmer, TCC
Sarah Hart-Sislak, TCC
Alan Isaacson, CAC
Vernon Compton, CAC
Jim Kauffman, CAC

Others Attending
Leandra Meredith, ECRC (Online)
Roshita Taylor, ECRC (Online)
Jill Nobles, ECRC (Online)
Jessica Walton, ECRC (Online)
Annie Arguello, ECRC
Tiffany Bates, ECRC
Gary Kramer, ECRC
Cory Wilkinson, HDR

Handouts: Agenda, PowerPoint, maps / spreadsheets for Needs Plan projects, Steering Committee #7 meeting summary, draft Non-SIS Cost Feasible Plan Scenario 1, and a list of projects no longer included for 2050.

Introductions and Welcome

- The meeting was held in-person at the Pensacola Library (239 N. Spring Street, Pensacola, FL), and on-line (Teams Meeting).

- Gary Kramer welcomed the participants to the eighty Steering Committee Meeting for the 2050 Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan (LRTP). Introductions were made on-line.

Overview of the Long-Range Transportation Plan Process and Steering Committee

- Gary Kramer provided an overview of the LRTP process and Steering Committee function.

Project Progress and Schedule

- Cory Wilkinson explained the LRTP five-year cycle and the seven scope components needed to maintain a 20-year planning horizon with the LRTP Update due October 14, 2025. Today's meeting will focus on the final Needs Plan and initial draft of the Cost Feasible Plan focusing on the Non-Strategic Intermodal System (non-SIS) Priorities scenario.

Needs Plan

- Prior to the Steering Committee meeting, Steering Committee members were sent:
  - Spreadsheets and maps of Needs Plan projects by category as revised:
    - Bike / Ped / Trail
    - Capacity
    - Corridor Management
    - ECRC Seven-Layer Cake (Technology)
    - Intersections
    - Public Transportation
    - Existing Plus Committed (E+C) [FY20-28]
    - Illustrative (Beyond 2050)
  - Draft presentation slides
  - A list of projects from 2045 LRTP no longer included in 2050 LRTP.

- The Needs Plan development process consists of the following steps:
  - E+C analysis
  - Deficiencies
  - Steering Committee meetings
  - Public Review
  - Adoption

- Since the last Steering Committee, additional input was sought from the following, but no responses were received from:
  - Federally Recognized Tribes and Santa Rosa Band of the Lower Muscogee
  - Environmental agencies (both FL and AL)

- Pensacola and Perdido Bay Estuary Program
- NPS Gulf Islands National Seashore
- Visit Pensacola
- Florida's Great Northwest
- Pensacola-Escambia Development Commission
- Santa Rosa County Tourist Development Office
- Regional Tourism Council / Coastal Alabama Partnership [Baldwin County TDC]
- Area Housing Commission
- Escambia Consortium
- Community Redevelopment Agencies

- Since the last Steering Committee, three noticed public meetings were completed:
  - Meeting 1 Baldwin County: AL Monday, March 10, 2025; 10:00 – 11:30 a.m.; Orange Beach Public Library

  - Meeting 2 Santa Rosa County, FL: Tuesday, March 11, 2025; 10:00 – 11:30 a.m. Gulf Breeze Community Center;

  - Meeting 3 Escambia County, FL: Wednesday, March 12, 2025; 2:00 – 3:30 p.m. West Florida Public Library

- Public and local government comment received at these meetings are summarized:

  - <u>Meeting 1 Baldwin County:</u>

    - ALDOT asked to clarify the map routes of some of the projects such as the Waterways project. Cory will send ALDOT an e-mail with screenshots for mark-up (e-mail sent 3/10/25). Gary Kramer indicated the current Foley Beach Express account for the 2 lanes going north bound.

    - City of Orange Beach noted a correction on map ID numbers for the Illustrative projects (corrected 3/10/25).

    - ALDOT asked to remove "Grade-Separation" from ID 694 (corrected 3/10/25).

    - ALDOT asked to review limits of Lillian Loop paved shoulders with Baldwin County (Baldwin Co coordination complete 3/11/25 and revised 3/28/25): Recategorized CR 99 Paved Shoulders from Carrier Drive to Rosalia Ave to E+C; and Recategorized CR 91 Paved Shoulders and Rosalia Ave Paved Shoulders to Illustrative.

    - City of Orange Beach asked about the regional extension of Foley Beach Express north to I-65. ALDOT recommended it not be included as it extends well beyond the TPO boundaries.

    - ALDOT asked about the 4-lane capacity on US 90 (ID 600). It was decided to leave the 4-lane capacity need at this time as it may support future land development.

    - ALDOT asked about US 98 in Lillian. SAIN Associates reviewed the traffic counts. It was decided to leave it in the needs plan because of growth in 2050.

- City of Orange Beach asked to add a new Bike / Ped / Trail shared-use path project along the limits of AL SR 182 within the TPO planning area (added 3/10/25). While the project is not yet included in the FL-AL TPO Ped / Bike / Trail Plan, it was agreed to add the project to the Needs Plan at this time to support future grant applications.

- SAIN Associates asked about public transportation projects in Orange Beach. BRATS provides on-demand service and has participated in the Steering Committee meetings. The Needs Plan incorporates their request for regional connections.

- SAIN Associates asked if the Baldwin County Model documentation needs to be included. Gary Kramer indicated the affirmative because Florida's Model documentation is included.

- City of Orange Beach asked to clarify the local road portion of Canal Road east of Orange Beach Boulevard (SR 161) which would not have the AL SR designation. (Corrected 03/11/25).

- Meeting 2 Santa Rosa County:

  - City of Gulf Breeze asked about the Citizens Advisory Committee (CAC) representative. ECRC staff addressed the composition of the CAC which includes a City of Gulf Breeze resident.

  - City of Gulf Breeze asked about the role and function of the ECRC Board. ECRC staff clarified that the Board has approval authority on regional projects that span across the individual TPO limits such as the Safe Streets and Roads for All plans.

  - Santa Rosa County asked to receive Northwest FL Regional Planning Model output to assist in preparation of their East Milton Master Plan. FDOT indicated they will share the model data.

  - City of Gulf Breeze asked about the 8-lane capacity need on US 98 shown on the map. The 8-lane need originates with the Strategic Intermodal System (SIS) Plan in the SIS Long-Range Cost Feasible Plan (FY 35-50) which identifies SIS Project ID 3916 as an 8-Lane improvement. However, a new PD&E will be initiated this Fall which will evaluate and determine whether capacity improvements are needed. It is anticipated that the new PD&E will primarily focus on the reconfiguration of the SR 399 interchange, and access management improvements. City of Gulf Breeze noted an inconsistency on the description of ID 813 (corrected 3/11/25). In the development of Needs Plan projects, SIS project 3916 description was modified by FDOT D3 12/18/24 to no longer include 8-lane capacity widening through Gulf Breeze proper. FDOT D3 does not intend to pursue the widening of US98 through Gulf Breeze, but the segment to the east of the SR 399 Interchange will be considered for potential widening from 4 to 6 lanes in addition to a new interchange.

  - ECRC staff will contact Santa Rosa County Economic Development Director, Mr. Shannon Ogletree, to see if there are other freight or capacity needs on SR 87 or US 90 in support of recent and on-going initiatives for industrial park development in the East Milton area. (Note: complete by ECRC April 7, 2025. No additional input needed.)

- ALDOT asked if the map ID number refer to priority ranking? No – these are simply identification numbers with no linkage or reference to priority ranking.

- Meeting 3 Escambia County:

  - An attendee asked about the roundabout on CR 297/297A. This project is incorporated from a completed FDOT PD&E. For additional information on the PD&E, see https://nwflroads.com/projects/441056-2.

  - An attendee asked how freight and rail projects are incorporated. Freight and rail projects were provided by the state-wide FDOT Freight and Rail Office based on the Freight Mobility and Trade Plan (FMTP), as presented by the FDOT Freight and Rail Planning Administrator at the August 12, 2024 LRTP Steering Committee meeting. The meeting participant was interested to know if any railroad projects were identified, because there has been mention of rail vulnerabilities as part of the on-going city and county vulnerability assessments in other meetings. The Amtrak passenger rail project is included in the Needs Plan. However, no freight rail projects were requested by FDOT in the identified based on the current Freight Mobility and Trade Plan. However, as additional plans such as the vulnerability assessments are approved, the Needs Plan can be modified to incorporate additional projects.

  - An attendee asked how the Evaluation Criteria were developed and applied. Responses were provided to clarify elements of the Evaluation Criteria which have been previously approved by the Steering Committee and TPO. An explanation was provided to clarify how the Evaluation Criteria will be applied to the Needs Plan projects as a way to analyze which projects may have greater need based on the approved criteria.

  - Additional input was provided by Escambia County on February 27, 2025. Detailed responses were reviewed with Escambia County and summarized below:

    - Bike / Ped / Trail requests reviewed based existing Plan; where needed, gaps were incorporated to include Guidy Lane, Pensacola Beach Shared Use Path, and implementation of the Reimagine Jackson projects.

    - Non-SIS Capacity projects were added for W. Nine Mile Pedestrian Overpass at Beulah Middle School, SR 99 Beulah Rd (4-lane), Wilde Lake Blvd (2-lane), Klondike Rd (2-lane), and Eight Mile Creek Rd (2-lane).

    - Intersection improvements at six locations on US 29 referred to Transportation System Management (TSM) for implementation

    - Greenbrier Blvd extension to UWF retained

- Currently, there are 367 projects in the reorganized Needs Plan [368 projects at Steering Committee Meeting 7, February 2025; & 253 projects in 2045] in the following categories:
  - Bike / Ped / Trail (144)
  - Capacity (106)
  - Corridor Management (12)

- Seven-Layer Cake (59)
- Intersections (17)
- Public Transportation (9)
- E+C (16)
- Illustrative (4)

Maps and spreadsheets of each of the categories were presented and reviewed and provided as meeting handouts. Note that projects were re-numbered from the previous Steering Committee to accommodate the revised categories.

The Steering Committee did not have any additional comments on the Needs Plan projects. As such, the Needs Plan will be advanced to the TPO, TCC, and CAC for consideration at their May meetings.

- Discussion turned to the Cost Feasible Plan development. The final step in the 2050 LRTP is reducing the Needs Plan to a Cost Feasible Plan based on revenue.

- FL SIS Cost Feasible Plan is provided by FDOT. This scenario has been developed and will be presented to the next Steering Committee. All SIS projects in the three SIS Plans are considered funded.

- Non-SIS Capacity projects are considered based on scenarios:
  - Non-SIS Project Priorities Alternative for Florida (draft provided at this meeting)
  - Non-SIS Evaluation Criteria Alternative for Florida (draft at next meeting)
  - Non-SIS Multi-Modal Alternative for Florida (draft at next meeting)
  - Hybrid option developed from these three for TPO approval (draft at next meeting).

- Alabama Alternative (draft at next meeting)

- Updated financial resources data were presented for FL.
  - Source is FDOT 2050 Revenue Forecast Handbook.

  - Additional guidance provided by FDOT October 1, 2025, and March 27, 2025.

  - Non-Strategic Intermodal System (Non-SIS) Capacity funding includes:
    - State Highway System (SHS, non-SIS) [Handbook Table 30]
    - Other Roads (Non-SIS, Non-SHS) [Handbook Table 31]
    - Federal Surface Transportation Block Grant (STBG) Transportation Management Area (TMA) [Handbook Table 27 as supplemented by FDOT D3 (March 2025)]

  - Capacity funding does <u>not</u> include:
    - Transit [Handbook Table 32]
    - Carbon Reduction Program [Handbook Table 29]
    - Transportation Alternatives (TA) [Handbook Table 28]
    - Transportation Regional Incentive Program (TRIP) [Handbook Table 15]

- The total 2050 Non-SIS Capacity funding is **$325.48M** [Present Day Cost]. For comparison, 2045 (w/out SIS): $763.2M YOE; or $449.9M PDC; and 2050 (w/out SIS): $532.8M YOE; or $325.5M PDC. This represents 28% decrease PDC.

- Additional guidance was provided by FDOT on April 15 (just prior to this Steering Committee meeting) to clarify how to calculate the additional 22% for PD&E and Design Production Support. The tables will be updated.

- This first Cost Feasible Plan (CFP) Scenario is the Non-SIS Priorities based on the FY27-31 Priorities under development.

- This scenario determines how many Non-SIS Priorities, in order of priority, can be funded with available revenue of $325.5M PDC.

- There is an additional $71.6M (state funds) for PD&E and Design, based on guidance from the Handbook. Note: this number was estimated at $65.1M for the Steering Committee meeting materials and did not incorporate the revised guidance received on April 15, 2025 just prior to the meeting.

- Draft Non-SIS Scenario 1 was reviewed. Note: the following images reflect the updated numbers revised after the Steering Committee meeting.

- There was discussion about future funding on the Navarre Community Access Road and Connecting the Collector projects. The Navarre Community Access Road PD&E is under but delayed until September 2025. Hurlburt is seeking additional funding for the adjacent Connecting the Collector project (in Okaloosa County). Steering Committee members discussed federal grants that might help. Gary clarified that if grant or local funding contributes to the project development, the additional revenue can be used to potentially bring a project into the Cost Feasible Plan for these and locally-funded PD&E studies such as CR 197 Chumuckla Highway (Santa Rosa County).

Next Steps / Adjournment

- May 2025 TPO: Final Needs Plan and initial draft Cost Feasible Plan
- TBD: Steering Committee Meeting #9 (June)
- Cost Feasible Plan public outreach (June / July)
- Steering Committee #10 (July)
- August 2025 TPO: Cost Feasible Plan adoption
- The meeting was adjourned by Gary Kramer.

June 10, 2025 STEERING COMMITTEE MEETING SUMMARY

2050 Florida-Alabama Transportation Planning Organization Long Range Transportation Plan
Steering Committee #9
June 10, 2025 Meeting Summary

Members Attending
Vince Beebe, ALDOT (Online)
Scott Moseley, ALDOT (Online)
Sarah Hart-Sislak, TCC / Eastern Shore MPO (Online)
Scott Davidson, Hurlburt Field
Wendy Gavin, TCC, City of Pensacola
Zakkiyyah Osuigwe, TCC, Santa Rosa County

Members Not Attending
Ray Corbitt, FDOT D3 Rail, Seaport, Freight Office for Holley Cohen (Online)
Ann Simpson, Director of Transportation, Baldwin County (Online)
Roy Remmington, Pensacola International Airport
Bryant Paulk, FDOT
Christy Johnson, FDOT
Thaddeus Davenport, ECAT
Randy Roy, Whiting Field
Steve Opalenik, Pensacola Naval Air Station
Thomas Coggins, Port of Pensacola
Christian Wagley, Bicycle Perspective
Andrew Holmer, TCC
Alan Isaacson, CAC
Vernon Compton, CAC
Jim Kauffman, CAC

Others Attending
Kevin Harrison, SAIN (Online)
Leandra Meredith, ECRC (Online)
Roshita Taylor, ECRC (Online)
Jill Nobles, ECRC (Online)
Eric Christianson, ECRC (Online)
Jessica Walton, ECRC (Online)
Annie Arguello, ECRC
Tiffany Bates, ECRC
Gary Kramer, ECRC
Cory Wilkinson, HDR

Handouts: Agenda, PowerPoint, maps / spreadsheets for Needs Plan projects, Steering Committee #8 meeting summary, draft Cost Feasible Plan scenarios.

Introductions and Welcome

- The meeting was held in-person at the Pensacola Bay Center (201 East Gregory Street, Pensacola, FL 32502), and on-line (Teams).

- Gary Kramer welcomed the participants to the ninth Steering Committee Meeting for the 2050 Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan (LRTP). Introductions were made for in-person and on-line participants.

Overview of the Long-Range Transportation Plan Process and Steering Committee

- Gary Kramer provided an overview of the LRTP process and Steering Committee function.

Project Progress and Schedule

- Cory Wilkinson explained the LRTP five-year cycle and the seven scope components needed to maintain a 20-year planning horizon with the LRTP Update due October 14, 2025. Today's meeting will focus on the draft Cost Feasible Plan scenarios.

Draft Cost Feasible Plan Scenarios

- Prior to the Steering Committee meeting, Steering Committee members were sent:
  - Tables and maps of Cost Feasible Plan scenarios:
    - Current Transportation Improvement Program (TIP) FY25-29 and FY26-30
    - [1] Strategic Intermodal System (SIS) Projects and Priorities
    - [2A] Non-SIS Priorities Scenario
    - [2B] Evaluation Criteria Scenario
    - [2C] Multi-Modal Scenario
    - [3] Alabama Projects
  - Draft presentation slides

- The Cost Feasible Plan development process consists of the following steps:
  - Needs Plan
  - Financial Resources
  - Scenarios
  - Public input and Steering Committee reviews
  - Adoption

- With adoption of the Needs Plan by the TPO in May, the Steering Committee was updated on FDOT Financial Resources (no changes to ALDOT).
  - Revenue provided from FDOT *2050 Revenue Forecast Handbook* (June 2023), as updated (December 2024 and April 2025)
  - Revenue reduced from Year of Expenditure (YOE) to Present Day Cost (PDC) based on *Handbook* inflation factors
  - Available revenue is for right-of-way and construction phases
  - Available revenue for production phases (PD&E and Design) is assumed at an additional 22% based on *Handbook* and FDOT guidance

- Capacity funding includes:
  - SHS (non-SIS) [Handbook Table 30]
  - Other Roads (Non-SIS, Non-SHS) [Handbook Table 31]
  - Federal Surface Transportation Block Grant (STBG)Transportation Management Area (TMA) [Handbook Table 27 as supplemented by FDOT D3]

- Capacity funding does not include:
  - Transit [Handbook Table 32]
  - Handbook Table 29
  - Transportation Alternatives (TA) [Handbook Table 28]
  - Transportation Regional Incentive Program (TRIP) [Handbook Table 15]

- From these tables, Capacity funding is calculated as shown:

Capacity Programs	Time Periods (Fiscal Years) $ in Millions in Year of Expenditure (YOE)					
	2025	2026-2030	2031-2035	2036-2040	2041-2050	27-Year Total
SIS [from SIS Plans]	$31.23	$448.23	$113.73	$27.76	$966.81	$1,587.77
SHS (Non-SIS) [*Handbook* Table 30]	$0.68	$7.57	$17.98	$18.69	$38.03	$82.95
Other Roads (Non-SIS, Non-SHS) [*Handbook* Table 31]	$0.63	$11.28	$9.89	$10.29	$20.94	$53.02
Transit (Non-SIS) [*Handbook* Table 32]	$2.67	$7.33	$7.93	$8.29	$16.92	$43.15
Federal STBG TMA Funds [*Handbook* Table 27 as Modified]	$34.62	$60.58	$64.63	$64.63	$129.25	$353.70
Total Capacity *[Does not include TRIP, TA, Carbon]*	**$69.83**	**$534.99**	**$214.16**	**$129.66**	**$1,171.95**	**$2,120.59**
Total Capacity (with out SIS)	**$38.60**	**$86.76**	**$100.43**	**$101.90**	**$205.14**	**$532.82**
PDC Reduction Factor (not reducing Table 27)			1.37	1.61	2.06	
Available Revenue PDC			$84.97	$82.63	$157.88	**$325.48**
Additional 22% for Production (PD&E and Design)			$18.69	$18.18	$34.73	**$71.61**

2045 total FL Available Revenue (w/out SIS): $763.2M YOE; or $449.9M PDC
2050 total FL Available Revenue (w/out SIS): $532.8M YOE; or $325.5M PDC
28% decrease in PDC funds

EMERALD COAST REGIONAL COUNCIL

- Capacity funding summary (without SIS dollars):
  - **$325.48M for Right-of-Way and Construction / CEI phases**, Present Day Cost (PDC)
  - **$71.61M for PD&E and Design phases**, PDC (additional 22% as allowed by FDOT)
  - In 2045, we had $449.9M PDC for Capacity (non-SIS) funding.

- Projects in the current TIP were reviewed (refer to presentation slides and handouts).

- Cost Feasible Plan Scenarios were reviewed.

- Due to scheduling conflicts, the AL projects were reviewed first.

- **[3] Alabama Projects** were reviewed.

- All available AL funding (both SU MPO Dedicated and Capacity funds) are proposed to be applied to Needs Plan project 308, Canal Road between SR 59 and Beaver Creek Lane (5-lane capacity) to fund through R/W. However, construction funding is still $9M short.

- ALDOT noted that the SR 180 project might not be the right project to advance due to uncertainties in future funding but agreed that it is acceptable to leave in as the primary Cost Feasible Plan project to advance at this time, placing the project in the FY 41-50 timeframe.

- ALDOT will verify if SU MPO dedicated funds can be applied as noted. [Note: following the meeting, ALDOT notified ECRC that they believe it is acceptable to use MPO funds on a capacity project.]

- Projects in the Current TIP and E+C projects were reviewed, with previous corrections as provided by Sarah Hart-Sislak.

Map #	Needs Plan #	Project Name	From	To	Improvement	County	Design	Utility	R/W	CST+CEI	Local Funds
1	[308]	AL SR 180 (Canal Road)	AL SR 59	Beaver Creek Lane	5-Lane Capacity	Baldwin	$1,700,000 [AL100078233]	$1,440,000 [AL100040566]	$4,400,000 [AL100040567]	$15,812,500 [AL100040568]	--
Sub Totals							$1,700,000	$1,440,000	$4,400,000	$13,750,000	--
Total							$23,352,500				
Available funds (**Capacity** Funds 2031-2050) **(PDC)**							$7,513,193				
Available funds (from SU **MPO Dedicated** Funds 2031-2050) **(PDC)** [*requires 20% local match*]							$6,520,320				
Total Available Funds (PDC)							$14,033,513				
Funded Phases subtotal							$7,540,000				
Difference in Funded Phases (amount remaining)							$6,493,513				
Balance Applied to Construction Phase Partial Funding							$15,812,500 - $6,493,513 = **$9,318,987 needed to be funded for CST+CEI**				
Not included in Capacity Funds:											
Transit Funds (2031-2050)							$3,059,540				
O&M Funds (2031-2050):							$11,837,278				
Carbon Funds (2031-2050):							$784,260				

- **[1] SIS Projects** were reviewed in order of adopted priority showing how these projects are funded in the SIS Plans, and if any funding is provided in the current TIP, from the following FDOT plans:
  - Adopted Five-Year Plan (FY25-29), also known as the First Five-Year Plan (July 2024)
  - Approved Second Five-Year Plan (FY30-34) (July 2024)
  - Long-Range Cost Feasible Plan (FY35-50) (July 2024)
  - Projects were reviewed as listed in the SIS 2045 Unfunded Needs Plan (June 2017).

  - Refer to meeting slides and handouts for the list of SIS projects.

  - A member of the Steering Committee asked why the SIS Plans show funding for some project phases not always in terms of priority ranking. For example, some segments of US 98 are not funded in the SIS Plans (such as Needs Plan projects 289, 290, and 291), even though those segments have a higher priority ranking than some of the I-10 projects which have SIS funding but a lower priority ranking (such as Needs Plan projects 283, 284, and 285), The comment will be forwarded to FDOT.

- **[2A] Non-SIS Projects** were reviewed in order of adopted priority showing how these projects are funded. Priority ranking was established with the May 14, 2025 annual priorities adoption.

- The first Non-SIS priority is funded at $23.3M or about 10% of the available revenue. The Steering Committee did not have any recommendations for changes on this item.

- The second Non-SIS priority is at the discretion of the TPO and currently sets aside $300K / year for Other Transportation Needs as determined by the TPO, for a total of $5.7M and required about 1.75% of the available revenue. The Steering Committee did not have any recommendations for changes on this set-aside fund.

- The first Non-SIS capacity project is SR 297 Pine Forest Rd. Both the R/W and CST+CEI phases can be funded in this scenario. This is the first priority-ranked capacity project and uses about 50% of the available revenue.

- The second Non-SIS capacity project is US 90A W. Nine Mile Road. The PD&E and Design phases can be funded along with the R/W phase, but not the Construction phase.

- There is not enough remaining funds for the R/W and Construction phases for priorities 5 and 6, but priority 7 and 8 R/W and Construction phases could be funded in this scenario (due to lower costs).

- The remaining capacity projects cannot be funded for R/W or CST+CEI phases in this scenario, but the production phases (PD&E and Design) can be funded through priority 20 where funding runs out for the Design phase of the Navarre Community Access Road project.

- Santa Rosa County will ask if any portion of the Design Phase for project [274] Navarre Community Access Road, could be locally-funded to keep it in the Cost Feasible Plan and keep it available to continued priority ranking next year. Note that the PD&E remains underway and the Design phase cost is subject to change upon completion of the PD&E determination of a recommended alternative.

- There is $5.4 M remining for PD&E and Design. The Steering Committee was asked: How should the remaining $5.4M be allocated? Options include to apply the funding to other Non-SIS lower priorities, or to pull in new projects from the Multi-Modal and/or Evaluation Criteria scenarios.

- **Following discussion later in the meeting *after* considering other projects in the Evaluation Criteria Scenario, and Multi-Modal Scenario, the Steering Committee had the following direction:**

- **In Scenario 2A (Non-SIS Priorities), fund the Design Phase for Priority 22 [402], Cervantes Road Diet. The Steering Committee believes this project remains appropriate for consideration.**

- **In Scenario 2A (Non-SIS Priorities), fund at least the PD&E Phase, and Design Phase if possible, for Priority 21 [801], Langley / Tippin / 9th Avenue. The Steering Committee felt this project remains applicable and appropriate given the continued build-out of the airport and warehouse operations which are near this intersection.**

- In Scenario 2A (Non-SIS Priorities), apply any remaining PD&E and Design funds to the Evaluation Criteria highest-ranked SS4A High-Injury Network (HIN) projects at $150K/HIN site.

- **[2B] Evaluation Criteria Scenario** was reviewed. The adopted evaluation criteria were applied to the 370 Needs Plan projects using Geographic Information System (GIS) analysis.

- As in Scenario 2A, the first Non-SIS priority is funded at $23.3M or about 10% of the available revenue.

- There is no set-aside in this scenario. Refer to meeting slides and handouts for the map and tables for this scenario.

- The highest ranked projects in terms of Evaluation Criteria score are then presented in order from highest to lowest allocating funding in that order. Individual scenarios were run for both FL and AL projects.

- For Steering Committee discussion:

  - This scenario has $40K remaining for R/W and CST+CEI phases, and $1.4M remaining for PD&E and Design.

  - Many of the highest-ranked projects are 11 Safe Streets and Roads for All (SS4A) projects on the High-Injury Network (HIN) from the adopted Safety Action Plan. Should these projects be brought into the Cost Feasible Plan if possible? There are 6 sites for Santa Rosa and 5 sites for Escambia. **The Steering Committee recommended that any available funding should be applied to the highest-ranked SS4A projects if possible.**

- The Steering Committee was asked if there are any other high-scoring projects that need to be considered in the Cost Feasible Plan? **While all of the projects have merit, the Steering Committee agreed the focus should remain on safety rather than the other projects identified through the Evaluation Criteria ranking.**

- **[2C] Multi-Modal Scenario** was reviewed.

- As in Scenarios 1A and 2A, the first Non-SIS priority is funded at $23.3M or about 10% of the available revenue.

- This scenario proposes to fund all of the SS4A High-Injury Network locations for both Santa Rosa (14 sites at $150K/site), and Escambia (35 sites at $150K/site).

- This scenario increases the box-fund set-aside for Other Transportation Needs at $800K/yr for corridor or other studies as determined by the TPO, for a total of $15.2M.

- Various multi-modal projects from the Needs Plan are highlighted in this scenario including the SUNTrail priorities, pedestrian overpasses, truck parking, Complete Streets projects, EV charging stations, implementation of previous Corridor Management Plan studies, the Bluffline, express bus service, regional Amtrak extension, and all trail projects.

- For Steering Committee discussion:

  - This scenario has $190K remaining for R/W and CST+CEI phases, and $5.3M remaining for PD&E and Design.

  - This scenario also emphasis the SS4A High-Injury Network (HIN) sites. There are 14 sites for Santa Rosa and 35 sites for Escambia. How should these be incorporated into the Cost Feasible Plan? The Steering Committee decided to fund projects in Scenario 2A (Non-SIS Priorities) and apply any available remaining funds to the highest-ranked SS4A HIN sites [see discussion above].

  - This scenario proposes a higher set-aside for other studies at $800K/yr. The Steering Committee did not make a recommendation to increase the set-aside to this level.

  - **Are there any other high-scoring projects that need to be considered in the Cost Feasible Plan? A list of potential projects was presented to the Steering Committee including projects from other completed Corridor Management Plans. The Steering Committee decided not to pull in additional projects, but to fund projects in Scenario 2A (Non-SIS Priorities) and apply any available remaining funds to the highest-ranked SS4A HIN sites [see discussion above].**

Draft Cost-Feasible Plan

- Based on the Steering Committee discussion, it is anticipated that the Alabama projects will include only the following:
  - AL SR 180 [308]. Funded through R/W with partial CST.

- Based on the Steering Committee discussion, it is anticipated that the SIS projects will include the SIS projects as presented.

- Based on the Steering Committee discussion, it is anticipated that the Non-SIS Hybrid Option will include the following:
  - Non-SIS Priority 1 [multiple Needs Plan IDs]. Funded at $32.3M
  - Box Funds for two SS4A HIN sites at $150K each [609] and [629] for $300K
  - Non-SIS Priority 2. Box Funds for Other Transportation Needs at $300K for $5.7M
  - Transit Funds for Existing Service Levels
  - Non-SIS Priority 3. SR 297 [272, 273]. Funded through CST.
  - Non-SIS Priority 4. US 90A [204, 239, 146]. Funded through R/W.
  - Non-SIS Priority 5. SR 292 (Innerarity Pt to Gulf Bch Hwy) [210]. Funded through PD&E & PE.
  - Non-SIS Priority 6. SR 99 / US 29 Connector Segment 1 [235, 216]. Funded through PD&E & PE.
  - Non-SIS Priority 7. US 90 (Stewart to Ward Basin) [262]. Funded through R/W.
  - Non-SIS Priority 8. US 90 (Glover to Stewart) [261]. Funded through R/W.
  - Non-SIS Priority 9. US 90 (Ward Basin to SR 87) [263]. Funded through PD&E and PE.
  - Non-SIS Priority 10. Davis / MLK [266]. Funded through CST assuming resurfacing funds in FY 27 TIP can cover two-way restoration.
  - Non-SIS Priority 11. US 90 (Co Line to Simpson River Bridge) [250]. Funded through PD&E and PE.
  - Non-SIS Priority 12. US 90 (Simpson River Bridge to 3rd Ave) [251]. Funded through PD&E and PE.
  - Non-SIS Priority 13. US 90 (3rd Ave to Bell Ln) [252]. Funded through PD&E and PE.
  - Non-SIS Priority 14. US 90 (Bell Ln to Glover Ln) [253]. Funded through PD&E and PE.
  - Non-SIS Priority 15. SR 292 (Fairfield to Navy) [212]. Funded through PD&E and PE.
  - Non-SIS Priority 16. SR 292 (Blue Angel to Fairfield) [211]. Funded through PD&E and PE.
  - Non-SIS Priority 17. SR 742 (US 29 to Hilburn) [203]. Funded through PD&E and PE.
  - Non-SIS Priority 18. SR 727 (Mobile Hwy to Lillian Hwy) [213]. Funded through PD&E and PE.
  - Non-SIS Priority 19. US 90 (Scenic to Co Line) [234]. Funded through PD&E and PE.
  - Non-SIS Priority 20. Navarre Community Access Rd [274]. No funding past PD&E unless Local Funds can support PE.
  - Non-SIS Priority 21. Langley / Tippin / 9th Ave [801]. Funded through PD&E and PE.
  - Non-SIS Priority 22. Cervantes Road Diet [402]. Funded through PE.
  - Non-SIS Priority 23. SR 87A Connector (US 90 to CR 191) [259]. No funding past current design.
  - Non-SIS Priority 24. SR 87A Connector (CR 191 to SR 87N) [260]. No funding past current design.
  - Non-SIS Priority 25. US 98 Multimodal Overpass Gulf Breeze [137]. No funding past current design.

Next Steps / Adjournment

- Public Meetings (in-person only)
  - Monday, June 23. Balwin County. 10:00 at City of Orange Beach.

- Tuesday, June 24. Escambia County. 2:30 at Tryon Library.
- Wednesday, June 25. Santa Rosa County. 10:00 at Pace Library.

- Steering Committee #10
  - Tuesday, July 15. 10:00. Pensacola Bay Center

- TPO and Committee for action
  - August 12 and 13. Gulf Breeze Community Center.

- The meeting was adjourned by Gary Kramer at 11:37.

July 15, 2025 STEERING COMMITTEE MEETING SUMMARY

2050 Florida-Alabama Transportation Planning Organization Long Range Transportation Plan
Steering Committee #10
July 15, 2025 Meeting Summary

Members Attending
Scott Moseley, ALDOT
Christy Johnson, FDOT
Scott Davidson, TCC, Hurlburt Field
Roy Remmington, Pensacola International Airport
Thaddeus Davenport, ECAT
Sarah Hart-Sislak, TCC, Baldwin Co (online)
Wendy Gavin, TCC, City of Pensacola (online)
Shawn Ward, TCC, Santa Rosa County (online)

Members Not Attending
Ray Corbitt, FDOT D3 Rail, Seaport, Freight Office for Holley Cohen
Ann Simpson, Director of Transportation, Baldwin County
Bryant Paulk, FDOT
Randy Roy, Whiting Field
Steve Opalenik, Pensacola Naval Air Station
Thomas Coggins, Port of Pensacola
Christian Wagley, Bicycle Perspective
Andrew Holmer, TCC
Alan Isaacson, CAC
Vernon Compton, CAC
Jim Kauffman, CAC

Others Attending
Patrick O'Grady, Pensacola International Airport
Leandra Meredith, ECRC (Online)
Jill Nobles, ECRC (Online)
Roshita Taylor, ECRC (Online)
Rae Emary, ECRC
Tiffany Bates, ECRC
Gary Kramer, ECRC
Cory Wilkinson, HDR

Handouts: Agenda, PowerPoint, maps / spreadsheets for Needs Plan projects, Steering Committee #9 meeting summary, Cost Feasible Plan projects.

Introductions and Welcome

- The meeting was held in-person at the Pensacola Bay Center (201 East Gregory Street, Pensacola, FL 32502), and on-line (Teams).
- Gary Kramer welcomed the participants to the tenth and final Steering Committee Meeting for the 2050 Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan (LRTP). Introductions were made for in-person and on-line participants.

Overview of the Long-Range Transportation Plan Process and Steering Committee

- Gary Kramer provided an overview of the LRTP process and Steering Committee function.
- Gary thanked the Steering Committee members for their time and service at this last meeting.

Summary of Public Comment on Draft Cost-Feasible Plan

- Tiffany Bates summarized the results of the public involvement outreach on the draft Cost-Feasible Plan, with the public comment closing today. Thus far, comments received focus on congestion management at Pensacola Beach, need for increased transit to the beach, and concern for Sorrento Road improvements.
- ECAT noted that they are working on grant funding for an express route from Pensacola Airport to the beach.
- Summary of public outreach on the CFP was reviewed:
  - Monday, June 23: 10:00. Baldwin Co. 4099 Orange Beach Blvd, Orange Beach, AL 36561.
  - Tuesday, June 24: 2:30. Escambia Co. Tryon Library, 1200 Langley Ave, Pensacola, FL 32504,
  - Wednesday, June 25: 10:00. Santa Rosa Co. Pace Library, 4750 Pace Patriot Blvd, Milton, FL 32571.
- Baldwin Co comments / discussion
  - Additional capacity widening on Sorrento Road could lead to unwanted development. Local government controls land use decisions.
  - Sorrento Road capacity widening needs to include the Intracoastal Waterway Bridge. Additional roadway capacity needed on Perdido Key for hurricane evacuation. Bridge is not yet structurally deficient. A new PD&E would define bridge and intersection improvements and capacity needs on Perdido Key.
  - How can the plan be modified after adopted? Amendments can occur through the 5-year life cycle of the Plan.
- Escambia Co comments / discussion
  - Need to continue focus on US 98, Pine Forest, and Sorrento / Gulf Beach Highway.
  - Additional capacity is needed on the northern segment of Pine Forest.
  - Traffic concurrency and impact fees are needed to help local governments better plan and fund infrastructure improvements to keep up with growth.
  - Concern for complicated intersection designs such as Diverging Diamonds when there are power outages and traffic signals may be down, however, these are innovative solutions to help keep traffic moving. Concern for construction delays.
  - Military bases should seek to provide more on-site housing to lessen transportation demands.
  - CAC member questions answered by separate e-mail.
  - Question on how the Needs were determined. Needs were determined through input from the Northwest FL Regional Planning Model to determine areas of capacity deficiency; and through reviewing local government plans
  - Question regarding the new Environmental Resource Permit (ERP) rules for stormwater. The planning and design phases will define stormwater requirements based on the new rule requirements. Right-of-way costs are anticipated to rise as greater areas will be needed for stormwater treatment.

- Question regarding pothole repairs on Sorrento Road. As a State Road, FDOT is looking into the maintenance actions
- Santa Rosa CO comments / discussion
  - No questions / comments.
  - News story from WUWF 88.1 (published July 1, 2025)..

Project Progress and Schedule

- Cory Wilkinson explained the LRTP five-year cycle and the seven scope components needed to maintain a 20-year planning horizon with the LRTP Update due October 14, 2025. Today's meeting will focus on the final Cost Feasible Plan scenario.

Draft Cost Feasible Plan

- Prior to the Steering Committee meeting, Steering Committee members were sent:
  - Tables and maps of Cost-Feasible Plan scenario:
    - Current Transportation Improvement Program (TIP) FY25-29 and FY26-30
    - [1] Strategic Intermodal System (SIS) Projects
    - [2] Non-SIS Projects
    - [3] Alabama Projects
  - Draft presentation slides
- The Cost-Feasible Plan development process consists of the following steps:
  - Needs Plan
  - Financial Resources
  - Projects
  - Public input and Steering Committee reviews
  - Adoption
- Needs Plan projects were summarized
  - Adopted May 14, 2025
  - 370 projects in 8 categories
- Financial Resources were summarized
  - Adopted December 11, 2024
  - Updated April 2025 (FDOT)
  - $14.03M ALDOT PDC
  - $325.48M FDOT PDC R/W and CST
  - $71.61M FDO PDC PD&E and PE
  - $411.1M total for 370 Needs Plan Projects at $12.8B
  - Fiscal Constraint required
- Projects in the current TIP were reviewed (refer to presentation slides and handouts).
- Cost-Feasible Plan projects were reviewed (refer to presentation slides and handouts).
- [1] SIS Projects (no changes from previous Steering Committee #9).
  - While there were no changes in the SIS projects, a Steering Committee member noted that the TPO has prioritized US 98 projects in Santa Rosa County higher rank than the I-10 segments in Santa Rosa County, yet the I-10 project segments mostly have SIS funding through construction whereas the US 98 project segments mostly do not. The Steering Committee member was advised to bring that observation to FDOT as they control the SIS Plans and funding.
- [2] Non-SIS Projects. Changes from previous Steering Committee #9 summarized:

- Reviewed at Steering Committee #9 (June 10, 2025) with direction to add the two top-raked (by Evaluation Criteria) Safe Streets and Roads for All (SS4) Safety Action Plan High-Injury Network projects: Santa Rosa-2 [US 98 from SR 87 to County Line][629]; and Escambia-7 [US 90 from Hyde Park to Mass Ave] [609]. Both of these projects were added to draft Cost-Feasible Plan at $300K total for the study phase for both.
- From the multi-modal scenario, Steering Committee #9 determined that based on lack of available funding, the priorities should be followed, and no new multi-modal projects added including Reimagine Jackson Plan Implementation, Berryhill Plan Implementation, CR 399 East Bay Blvd Plan Implementation, BluffLine, Smart Regions Master Plan EV Charging Stations, Truck Parking on US 29, Express Bus projects, or Amtrak.
- Based on Steering Committee #9 direction, the following capacity project phases were added to the CFP: Non-SIS Priority #21 PD&E and Design funded for Langley / Tippin / 9th Ave Intersection [801]; and Non-SIS Priority #22 Design funded for US 90 Cervantes Road Diet [402].
- There is not sufficient $ to fund the Design Phase of the Navarre Community Access Road project (Priority 20) at this time. A Steering Committee member noted that Hurlburt and Santa Rosa County are working toward grant funding opportunities for the project including the Design Phase, to advance it to the next phase following completion of the PD&E later this year. The Navarre Community Access Road project is important to the Connecting the Collectors project that received State of Florida appropriation. If the Design Phase is able to be advanced to the Cost-Feasible Plan with additional DoD or grant funding, an LRTP Amendment would be necessary at that time.
- Study phase added for Connecting the Collectors [269] due to Gov. budget appropriation of $4M for the environmental evaluation, future phases not funded. This funding does not affect the Non-SIS available revenue. Santa Rosa County may also consider segmenting the project to help advance future implementation phases.
- No other locally-funded projects were identified at this time.
- The study phase for Locally-funded (Escambia County) Navy Blvd corridor added [407] due to Escambia County Local Funds of $350K on study underway, future phases not funded. This funding does not affect the Non-SIS available revenue.
- The updated Non-SIS CFP map with updated numbers was reviewed.

- [3] The Alabama project was reviewed (no changes from previous Steering Committee #9).
- CFP summary was reviewed for both FL and AL projects:
  - FL: Study and Production Phases. $71.6M available, $71.6M spent, $31.8K remaining
  - FL: R/W and CST Phases. $325.5M available, $324.8M spent, $663.3K remaining
  - AL: $14.1M available, $14.1M spent, $0 remaining
- A summary slide was revised comparing 2045 to 2050 LRTP CFP, generally showing available revenue down, project costs up, and the number of funded projects in the Cost-Feasible plan down comparing 2045 to 2050.
- **A recommendation was made by the Steering Committee to advance the Cost-Feasible, as presented, to the TPO and Committees for action at the August meetings.**

Next Steps / Adjournment

- TPO and Committees for action
  - August 12 and 13. Gulf Breeze Community Center.
- The meeting was adjourned by Gary Kramer at 10:50.

APPENDIX C – PUBLIC OUTREACH

Draft 2050 Long Range Transportation Plan Cost Feasible Plan Public Meeting Advertisement

Notice of Meeting/Workshop Hearing

REGIONAL PLANNING COUNCILS
Emerald Coast Regional Council

The Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan announces a public meeting to which all persons are invited.

DATE AND TIME: June 23, 2025, 10:00 a.m.

PLACE: Orange Beach City Council, located at 4099 Orange Beach Boulevard, Orange Beach, AL 36561.

GENERAL SUBJECT MATTER TO BE CONSIDERED: The Baldwin County Florida-Alabama Long Range Transportation Plan Cost Feasible Public Workshop be held at 10:00 a.m. at the Orange Beach City Council, located at 4099 Orange Beach Boulevard, Orange Beach, AL 36561.

The workshop will be in-person only.

Public input is important to the TPO; we encourage community members to share their feedback in the way that works best for them. To submit a comment or learn more about how to participate, visit www.ecrc.org/FLALTPOMeetings. All comments received will be shared with the TPO Board for consideration. For questions or additional information, please contact marketing@ecrc.org.

In compliance with the Americans with Disabilities Act, reasonable accommodations to access meetings and limited English proficiency are available upon request. Persons who require special accommodations under the Americans with Disabilities Act or need translation services should contact Marketing & Outreach toll-free at (800)226-8914 or TTY 711 at least 48 hours in advance.

Para información en español, puede llamar a Annie Arguello al (850)332-7976, ext. 226 o TTY 711. Si necesita acomodaciones especiales, llame con 48 horas de antemano o TTY 711. Participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who believe they have experienced discrimination may file a complaint with the Title VI Coordinator, (850)332-7976, ext. 203.

The Emerald Coast Regional Council staffs the Florida-Alabama Transportation Planning Organization, a regional entity providing professional technical assistance, planning, coordinating, and advisory services to local governments, state and federal agencies, and the public to preserve and enhance the quality of life in northwest Florida.

A copy of the agenda may be obtained by contacting: gary.kramer@ecrc.org

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 48 hours before the workshop/meeting by contacting: Marketing and Outreach toll-free at (800)226-8914 or TTY 711, or by emailing marketing@ecrc.org. Para informacion en espanol, puede llamar a Ada Clark al (850)332-7976, ext. 278 o TTY 711. Si necesita acomodaciones especiales, por favor llame 48 horas de antemanos. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).

Draft 2050 Long Range Transportation Plan Cost Feasible Plan Public Meeting Advertisement

Notice of Meeting/Workshop Hearing

REGIONAL PLANNING COUNCILS
Emerald Coast Regional Council

The Florida-Alabama Long Range Transportation Plan announces a public meeting to which all persons are invited.

DATE AND TIME: June 24, 2025, 2:00 p.m.

PLACE: Tryon Branch Library, 1200 Langley Avenue, Pensacola, FL 32504

GENERAL SUBJECT MATTER TO BE CONSIDERED: The Escambia County Florida-Alabama Long Range Transportation Plan Cost Feasible Public Workshop be held at the Tryon Branch Library, 1200 Langley Avenue, Pensacola, FL 32504 at 2:00 p.m..

The workshop will be in-person only.

Public input is important to the TPO; we encourage community members to share their feedback in the way that works best for them. To submit a comment or learn more about how to participate, visit www.ecrc.org/FLALTPOMeetings. All comments received will be shared with the TPO Board for consideration. For questions or additional information, please contact marketing@ecrc.org.

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Draft 2050 Long Range Transportation Plan Cost Feasible Plan Public Meeting Advertisement

Notice of Meeting/Workshop Hearing

REGIONAL PLANNING COUNCILS

Emerald Coast Regional Council

The Florida-Alabama Long Range Transportation Plan announces a public meeting to which all persons are invited.

DATE AND TIME: June 25, 2025, 10:00 a.m.

PLACE: Pace Library, 4750 Pace Patriot Blvd., Pace, FL 32571

GENERAL SUBJECT MATTER TO BE CONSIDERED: The Santa Rosa County Florida-Alabama Long Range Transportation Plan Cost Feasible Public Workshop be held at 10:00 a.m. at the Pace Library, 4750 Pace Patriot Blvd., Pace, FL 32571

The workshop will be in-person only.

Public input is important to the TPO; we encourage community members to share their feedback in the way that works best for them. To submit a comment or learn more about how to participate, visit www.ecrc.org/FLALTPOMeetings. All comments received will be shared with the TPO Board for consideration. For questions or additional information, please contact marketing@ecrc.org.

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2050 Florida Alabama Long Range Transportation Plan Comments for Cost Feasible Plan

Round abouts- need more

Divergent Diamond- why? What happens when power goes out to traffic lights at a DD compared to a round about (no lights).

Completion Delay. Why always late? What's being done to minimize.

Pine Forest Road north of Interstate Cir to 9 ½ Mile Road. Need immediate attention and improved for capacity. Highway 29 north of 9 Mile Road to at least Muscogee Road also needs improvements and turn lanes for medians or remove non-needed turns. Widen to six lanes.

We need a true transit service here at the beach & not ugly parking garages.

BICYCLE/WALKING PATHWAYS - What an amazing opportunity to attract tourists and delight locals. Create a wider (6' side at last) trail for the length of the island. Possibly concrete instead of black tar? Beautifully landscaped, sprinklered, benches, well kept. Everyone will come!

AN ACTUAL MASS TRANSIT FOR THE BEACH. First, the free trolley idea is great but pretty worthless for beachgoers if it begins at 4pm. Make it all day, fast paced and dependable, please. People cannot stand waiting for long periods in our heat. Create an actual bus transit from Pensacola and more, that is direct, no stops from one location downtown, Navy base, UWF, Gulf Breeze, etc. Fast, often. Current plan doesn't work, but an actual mass transit plan that begins early and goes late and very often and is a direct ride, would be used by employees at the beach, tourists coming from town and residents. This would definitely help our transit problems.

FERRY would be an awesome idea if it were an actual ferry, not an overpriced tour boat subsidized by govt and competing with our other businesses. Make it go fast, straight, very often, early and late. It must be affordable, and then workers and locals and tourist would use that.

If TRAFFIC/PARKING is in your realm, please help! Red light plan did not work when we had half the numbers today's traffic. The traffic team does ont have a grasp of the problem or a solution to help with it. Attempt to move people across the entire length of the beautiful island by paving more

parking on down the beach, and offer a true trolley for them to get around. This could alleviate the need for parking garage. If you DO build a parking garage (please do NOT), move it to the SRIA site and build a nice office for them in the building, possibly with retail on bottom floor. Adding a parking lot to Casino Beach will undoubtedly make that area much more unbearable, will be a terrible eyesore to our beautiful beach, and will NOT solve our parking problem. If your goal is to keep people from wanting to come to the beach, leave traffic and parking just like it is.

IN SUMMARY: Rework the bike/walking pathways, create a true, fast mass transit moving quickly all day and into late evening, replan our "ferry" and traffic/parking, and forget about building ugly parking garages that will just create more problems than solutions.

I hope you'll consider all of these suggestions. Thanks for the opportunity for input.

RE; Safety, Economic and Environmental Issue of vehicular traffic congestion through Gulf Breeze to Pensacola Beach. Escambia and Santa Rosa County need a state-of-the art transit system with a new Bob Sikes Bridge to accommodate a dedicated lane for public transit. A robust and ongoing public relations and re- education campaign would have to be implemented to shift the cultural bias against public transportation.

A redesigned Bob Sikes Bridge should include a separate lane for cyclists, with a safe and continuous multi-use path on Santa Rosa Island.

Thank you for allowing me to share my thoughts.

Please, please, please find a way to fund an effective mass transit system to and from Pensacola Beach. Additional parking garage(s) will only encourage more cars and create MORE traffic.

Due to Pensacola Beach being the economic generator for the county, the Bob Sikes bridge and connecting roadways need to be considered major thoroughfares and mass transit lanes or HOV lanes for bus transportation need to become the focus. Land is not available for a roundabout and I don't know how 27,000 cars would get through during rush hour. The light currently being managed does not work because human error or a lack of human monitoring occurs on major holidays. AI needs to be implemented for that traffic light and the parking lot configuration is a nightmare during peak season. We need more busses running onto the beach from Pensacola Park and Rides.

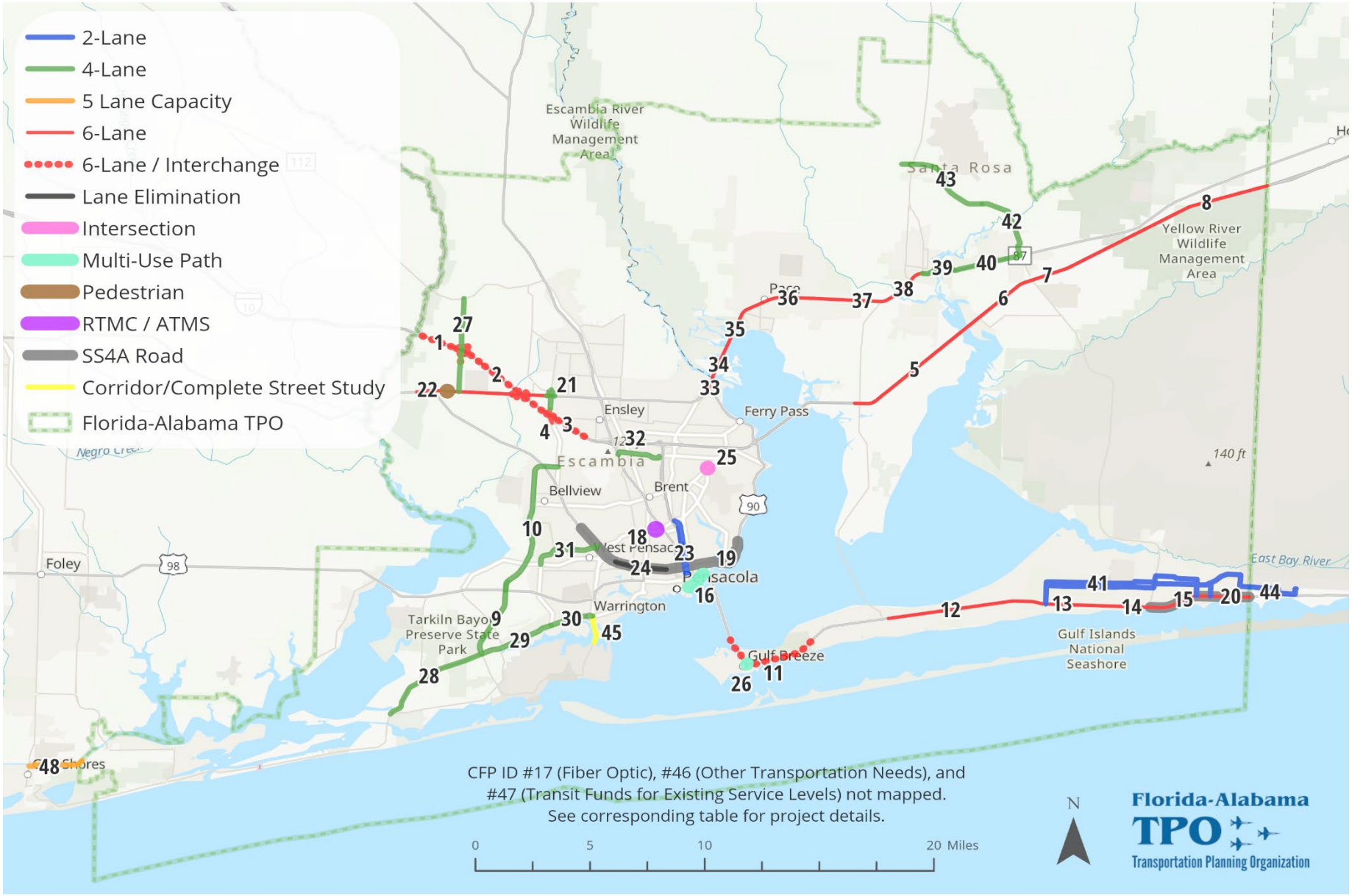
My top priorities for land transportation needs are:
A real mass transit system for Pensacola Beach in order to reduce the great flood of vehicles coming onto the Beach causing traffic and parking problems. NO MORE ugly parking garages.

HWY 98 in Gulf Breeze should have at least four lanes through all of the Naval Live Oaks area.

Sorrento Road must be widened to four alanes with improved shoulders and lighting throughout.

APPENDIX D – ADOPTED 2050 LONG RANGE TRANSPORTATION COST FEASIBLE PLAN

Florida-Alabama TPO - 2050 Long Range Transportation Cost-Feasible Plan Projects - Adopted August 13, 2025



8/21/2025

FA_2050_LRTP waltonj

Adopted FL-AL 2050 Long-Range Transportation Plan (LRTP) Cost-Feasible Plan (CFP) Projects [Projects not listed in order of priority, but listed by CFP Map ID]						
CFP Map ID	**Project Name [Needs Plan ID]**	**From**	**To**	**Improvement**	**Cost-Feasible Phase (Fiscal Year)**	**Not Cost-Feasible Phases**
Strategic Intermodal System (SIS) Projects						
1	**I-10** at **SR 99 Beulah Road** Interchange 4331131 [806]			New Interchange and Widen I-10 to 6 Lanes to FL/AL Line	Construction (FY27)	N/A
2	**I-10** 4379052 [807]	E. of Weigh Station	E. of Nine Mile Road	Widen I-10 to 6 Lanes & Nine Mile Road Interchange	Construction (FY30)	N/A
3	**I-10** 4379053 SIS project 3574 [808, 809]	E. of Nine Mile Rd	W. of US 29	Widen I-10 to 6 Lanes and Pine Forest Road Interchange	Construction (FY41-45)	N/A
4	**SR 297** Pine Forest Rd 4410562 [299]	I-10	Pine Forest Drive	Widen to 6 lanes (South of I-10)	Design (Underway) Right-of-Way funded Non-SIS	Construction
5	**I-10** 4130626 SIS project 3319 [283]	Avalon Blvd	Blackwater River	PD&E 4130624 Complete [282]. Widen I-10 to 6 Lanes and Interchange Improvements at SR 281, S. Garcon Point Rd, CR 89, and SR 87	Construction (FY46-50)	N/A
6	**I-10** 4130627 SIS project 3318 [284]	Blackwater River	E. of SR 87		Construction (FY41-45)	N/A
7	**I-10** 4130628 [285]	SR 87	Miller Bluff Road		Construction (FY33)	N/A
8	**I-10** 4130629 [286]	Miller Bluff Road	Okaloosa County Line		Design (FY32)	Right-of-Way, Construction
9	**SR 173** South Blue Angel Pkwy 4210121 SIS project 3912 Military Access Facility [293]	Sorrento Rd	US 98	Widen to 4 lanes	Construction (FY46-50)	N/A
10	**SR 173** North Blue Angel Pkwy 4210123 (PD&E) Military Access Facility [294]	US 98	SR 297 Pine Forest Rd	Widen to 4 lanes	PD&E (Underway)	Design, Right-of-Way, Construction
11	**US 98** 2204268 [287] SIS project 3916	E of Pensacola Bay Bridge	E of Bayshore Rd	US 98 / SR 399 Interchange	PD&E (FY26); Design (FY41-45)	Right-of-Way, Construction

Adopted FL-AL 2050 Long-Range Transportation Plan (LRTP) Cost-Feasible Plan (CFP) Projects [Projects not listed in order of priority, but listed by CFP Map ID]						
CFP Map ID	**Project Name [Needs Plan ID]**	**From**	**To**	**Improvement**	**Cost-Feasible Phase (Fiscal Year)**	**Not Cost-Feasible Phases**
12	**US 98** 2204263 SIS project 3490 [288]	Portside Rd	Bergren Rd	Widen to 6 lanes	Right-of-Way (FY46-50)	Construction
13	**US 98** 2204264 SIS project 3461 [289]	Bergren Rd	Ramble Bay Ln	Widen to 6 lanes	Design (FY35-40)	Right-of-Way, Construction
14	**US 98** 2204266 SIS project 3564 [290]	E. of Ramble Bay Ln	E. of Ortega St	Widen to 6 lanes	Design (FY35-40)	Right-of-Way, Construction
15	**US 98** 2204265 SIS project 3462 [291]	E. of Ortega St	Okaloosa County Line	Widen to 6 lanes	Design (FY35-40)	Right-of-Way, Construction
16	**SR 196** Main Street / Bayfront Pkwy 4534761 SIS Project 3452 [74]	S. Alcaniz St.	14th Ave	SUNTrail	Construction (FY27)	N/A
Non-Strategic Intermodal System (Non-SIS) Projects						
17	Regional Intelligent Transportation Management (ITS) and Regional Transportation Management Center (RTMC) 4515241, 4515242, 4515243 [Needs Plan ID 600, 654, 655]			ITS / RTMC / Fiber Optic Technology	Construction, Operations (through FY50)	N/A
18	Advanced Traffic Management System (ATMS) Operations 4125452 [Needs Plan ID 601]			ATMS / RTMC Operations	Operations (through FY50)	N/A
19	Safe Streets and Roads for All (SS4A) Safety Action Plan High-Injury Network (HIN) Escambia-7, **US 90** (E and W Cervantes) [609]	Hyde Park	Massachusetts Ave	Safety Implementation Plan Study	Study (FY TBD)	Design, Right-of-Way, Construction
20	Safe Streets and Roads for All (SS4A) Safety Action Plan High-Injury Network (HIN) Santa Rosa-2, **US 98** (Navarre Pkwy) [629]	SR 87	Santa Rosa / Okaloosa County Line	Safety Implementation Plan Study	Study (FY TBD)	Design, Right-of-Way, Construction

Adopted FL-AL 2050 Long-Range Transportation Plan (LRTP) Cost-Feasible Plan (CFP) Projects [Projects not listed in order of priority, but listed by CFP Map ID]						
CFP Map ID	**Project Name** [Needs Plan ID]	**From**	**To**	**Improvement**	**Cost-Feasible Phase (Fiscal Year)**	**Not Cost-Feasible Phases**
21	**SR 297** Pine Forest Rd 4410562, 4410563 [ID 272, 273]	I-10	CR297A	Widen to 4 Lanes with Roundabout at CR 297 and CR 297A and Median U-Turns on Nine Mile Rd (Non-SIS portion North of I-10)	Construction (FY TBD)	N/A
22	**US 90A** (W. Nine Mile Road) 2186055 [204], 2185192 [239], TBD [146] Overpass	US 90 (Mobile Hwy)	SR 297 (Pine Forest Road)	Widen to 6 lanes, w/ped overpass at Beulah Middle School	Right-of-Way (FY TBD)	Construction
23	**Davis Hwy & MLK Dr / Alcaniz** 4531531, 4529311 [266]	Wright St	Fairfield Dr	Two-Way Restoration	Design (Resurfacing FY 27)* *[resurfacing funds in TIP could cover design of two-way conversion]	Construction
24	**US 90** (W. Cervantes St) No FPID [402]	Dominguez St	A St.	Road Diet	Design (FY TBD)	Construction
25	**Langley / Tippin / 9th Ave** Intersection 2186202 [801]			Major Intersection Improvement	Design (FY TBD)	Right-of-Way, Construction
26	**US 98** Multimodal Overpass (Gulf Breeze) 4515721 [137]			Pedestrian Overpass	Design (underway)	Right-of-Way, Construction
27	**US 29 Connector** (Segment 1) 4331132, 4331133 [235]; **SR 99** Beulah Rd from Nine Mile to I-10]; & [216] from I-10 to Muscogee Rd]	Nine Mile Road	Muscogee Road	Widen SR 99 Beulah Rd to 4-lane, and New 4-lane north of I-10	Design (FY TBD)	Right-of-Way, Construction

Adopted FL-AL 2050 Long-Range Transportation Plan (LRTP) Cost-Feasible Plan (CFP) Projects [Projects not listed in order of priority, but listed by CFP Map ID]						
CFP Map ID	**Project Name** [Needs Plan ID]	**From**	**To**	**Improvement**	**Cost-Feasible Phase (Fiscal Year)**	**Not Cost-Feasible Phases**
28	**SR 292** Sorrento Road 4210114 (PD&E) 4210115 (PE) [MIRR 5.5.6] [210]	SR 297 Innerarity Point Rd / SR 292A Gulf Beach Hwy	SR 173 Blue Angel Parkway	Widen to 4 Lanes	Design (FY TBD)	Right-of-Way, Construction
29	**SR 292** Sorrento Road / Gulf Beach Highway 2184933 [MIRR 5.5.6] [211]	SR 173 Blue Angel Parkway	SR 727 Fairfield Dr	Widen to 4 Lanes	Design (FY TBD)	Right-of-Way, Construction
30	**SR 292** Gulf Beach Highway 2184932 [MIRR 5.5.6] [212]	SR 727 Fairfield Dr	SR 295 Navy Blvd	Widen to 4 Lanes	Design (FY TBD)	Right-of-Way, Construction
31	**SR 727** Fairfield Dr No FPID [213]	US 90 Mobile Hwy	SR 298 Lillian Hwy	Widen to 4 Lanes	Design (FY TBD)	Right-of-Way, Construction
32	**SR 742** Burgess Road 2184291 [203]	US 29	Hilburn Road	Widen to 4 Lanes	Design (FY TBD)	Right-of-Way, Construction
33	**US 90** (Segment 1) 2204369 [234]	Scenic Hwy	Escambia / Santa Rosa Co Line	Widen to 6 Lanes	Design (FY TBD)	Right-of-Way, Construction
34	**US 90** (Segment 2) 2204365 [250]	Esc / SR Co Line	Simpson River Bridge	Widen to 6 Lanes	Design (FY TBD)	Right-of-Way, Construction
35	**US 90** (Segment 3) 2204366 [251]	Simpson River Bridge	Third Ave	Widen to 6 Lanes	Design (FY TBD)	Right-of-Way, Construction
36	**US 90** (Segment 4) 2204367 [252]	Third Ave	CR 197 Bell Lane	Widen to 6 Lanes	Design (FY TBD)	Right-of-Way, Construction
37	**US 90** (Segment 5) 2204368 [253]	CR 197 Bell Lane	Glover Lane	Widen to 6 Lanes	Design (FY TBD)	Right-of-Way, Construction
38	**US 90** 4409151 [261]	Glover Ln / Old US 90	SR 87N Stewart St	Widen to 6 Lanes	Right-of-Way (FY TBD)	Construction
39	**US 90** Caroline St 4409152 [262]	SR 87N Stewart St	CR 89 Ward Basin Rd	Widen to 4 Lanes	Right-of-Way (FY TBD)	Construction

Adopted FL-AL 2050 Long-Range Transportation Plan (LRTP) Cost-Feasible Plan (CFP) Projects [Projects not listed in order of priority, but listed by CFP Map ID]						
CFP Map ID	**Project Name** [Needs Plan ID]	**From**	**To**	**Improvement**	**Cost-Feasible Phase (Fiscal Year)**	**Not Cost-Feasible Phases**
40	**US 90** 4409153 [263]	CR 89 Ward Basin Rd	SR 87S	Widen to 4 Lanes	Design (underway)	Right-of-Way, Construction
41	**Navarre Community Access Rd** 4517351, 4369021 MIRR 5.8.1 [274]	Edgewood Dr	Whispering Pines Rd	Construct 2 Lane Connectivity	PD&E (underway)	Design, Right-of-Way, Construction
42	**SR 87A** New Connector 4167488 [MIRR 5.6.8] [259]	US 90	CR 191 Munson Hwy	New 4 Lane Roadway	Design (underway)	Right-of-Way, Construction
43	**SR 87A** New Connector 4167489 [MIRR 5.6.8] [260]	CR 191 Munson Hwy	SR 87N	New 4 Lane Roadway	Design (underway)	Right-of-Way, Construction
44	Connecting the Collectors [269] 453222-1-24-01 Connector between Navarre Community Access Road (Santa Rosa County) and West 98 Collector (Okaloosa County) [MIRR 5.8.1]			New 2 lane Roadway for US 98 relief	PD&E (FY26)	Design, Right-of-Way, Construction
45	SR 295 South Navy Boulevard Corridor Improvements [407] [MIRR 5.5.2]	SR 292 (Barrancas Avenue)	Sam A. Lovelace Bridge NAS Pensacola	Corridor Improvement and Lane Elimination	Corridor Study (FY 26)	Design, Right-of-Way, Construction
46 [not mapped]	Other Transportation Needs			TPO studies / projects	Studies (through FY50)	N/A
47 [not mapped]	Transit Funds for Existing Service Levels			Transit Operations	Operations (through FY50)	N/A
Alabama (AL) Projects						
48	AL **SR 180** (Canal Road) [308]	AL SR 59	Beaver Creek Lane	5-Lane Capacity	Right-of-Way (FY TBD)	Construction (partial)

APPENDIX E – 2050 COST FEASIBLE PLAN YEAR OF EXPENDITURES DOLLARS

AL YOE

Net Costs by Year of Expenditure and Funding Source (AL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ -	$ -	$ -
State	$ 3,300,498	$ -	$ 14,756,852
Transit	$ -	$ -	$ -
Local	$ -	$ -	$ -
Total Costs	$ 3,300,498	$ -	$ 14,756,852
Total Revenue	$ 4,241,893	$ 4,458,272	$ 9,610,395
Total Rollover	$ 941,395	$ 5,399,667	$ 253,209

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

Net Costs by Year of Expenditure and Funding Source (AL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ -	$ -	$ -
State	$ 3,300,498	$ -	$ 14,756,852
Transit	$ -	$ -	$ -
Local	$ -	$ -	$ -
Total Costs	$ 3,300,498	$ -	$ 14,756,852
Total Revenue	$ 4,241,893	$ 4,458,272	$ 9,610,395
Total Rollover	$ 941,395	$ 5,399,667	$ 253,209

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source
	AL SR 180 (Canal Road) - Provide 5 Lanes of Capacity	308		100078233, 100040566, 100040567, 100040568	AL SR 59 to Beaver Creek Lane	Provide 5 Lanes of Capacity	PD&E / NEPA	$ -	0.00%		Federal
								$ 1,440,000	100.00%	YOE 31-35	State
								$ -	0.00%		Transit
								$ -	0.00%		Local / Other
							PD&E / NEPA - TOTAL	$ 1,440,000	100.00%	-	All
							PE & Permitting	$ -	0.00%		Federal
								$ 1,700,000	100.00%	YOE 31-35	State
								$ -	0.00%		Transit
								$ -	0.00%		Local
							PE & Permitting - TOTAL	$ 1,700,000	100.00%	-	All
							ROW	$ -	0.00%		Federal
								$ 4,400,000	100.00%	YOE 41-45	State
								$ -	0.00%		Transit
								$ -	0.00%		Local
							ROW - TOTAL	$ 4,400,000	100.00%	-	All
							CST & CEI	$ -	0.00%		Federal
								$ 5,534,375	35.00%	YOE 46-50	State
								$ -	0.00%		Transit
								$ -	0.00%		Local
							CST & CEI - TOTAL	$ 15,812,500	35.00%	-	All

TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
$ -	$ -	$ -	$ -	$ -	
$ -	$ 1,513,604	$ -	$ -	$ 1,513,604	
$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	
$ -	**$ 1,513,604**	$ -	$ -	**$ 1,513,604**	
$ -	$ -	$ -	$ -	$ -	
$ -	$ 1,786,894	$ -	$ -	$ 1,786,894	
$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	
$ -	**$ 1,786,894**	$ -	$ -	**$ 1,786,894**	
$ -	$ -	$ -	$ -	$ -	
$ -	$ -	$ -	$ 5,108,769	$ 5,108,769	
$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	
$ -	$ -	$ -	**$ 5,108,769**	**$ 5,108,769**	
$ -	$ -	$ -	$ -	$ -	
$ -	$ -	$ -	$ 9,648,083	$ 9,648,083	
$ -	$ -	$ -	$ -	$ -	$ 9,648,083
$ -	$ -	$ -	$ -	$ -	
$ -	$ -	$ -	**$ 9,648,083**	**$ 9,648,083**	

FL Non-SIS YOE

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
Total Rollover	$ 106,413,100	$ 47,636,540	$ 101,444

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
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Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Fully Funded	Regional Intelligent Traffic Management Center (Regional ITS Program) [MIRR 5.7.7) [FY25-29 TIP] TPO Non-SIS Priority #1	600	17	4515241	Multiple to Multiple	Regional Intelligent Traffic Management Center (Regional ITS Program)	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Not Applicable	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Not Applicable	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	Not Applicable	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ 14,000,000	100.00%	All YoE	Federal	$ 5,767,459	$ 3,500,000	$ 3,500,000	$ 7,000,000	$ 14,000,000	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 14,000,000	100.00%	-	All	**$ 5,767,459**	**$ 3,500,000**	**$ 3,500,000**	**$ 7,000,000**	**$ 14,000,000**	
Fully Funded	ITS Communication System - FL-AL TPO ITS Fiber Deployment - Escambia [MIRR 5.7.7) [FY26-30 TIP]	654	17	4515242	4515242	Florida-Alabama TPO ITS Fiber Deployment - Escambia County [Tentative Work Program FY26-30]	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Not Applicable	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ 179,333	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Not Applicable	0.00%	-	All	**$ 179,333**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%	All YoE	Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Fully Funded	ITS Communication System - FL-AL TPO ITS Fiber Deployment - Santa Rosa [MIRR 5.7.7) [FY26-30 TIP]	655	17	4515243	Multiple to Multiple	Florida-Alabama TPO ITS Fiber Deployment - Santa Rosa County [Tentative Work Program FY26-30]	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Not Applicable	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ 357,667	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Not Applicable	0.00%	-	All	**$ 357,667**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%	All YoE	Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ 3,500,000	$ 3,500,000	$ 7,000,000	$ 14,000,000
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
Total Rollover	$ 106,413,100	$ 47,636,540	$ 101,444

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Fully Funded	Traffic Signal Coordination and ATMS Operations [MIRR 5.7.7) [FY25-29 TIP]	601	18	4125452	Multiple to Multiple	Traffic Signal Coordination and ATMS Operations	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ 20,000,000	100.00%	All YoE	Federal	**$ -**	$ 5,000,000	$ 5,000,000	$ 10,000,000	$ 20,000,000	
								$ -	0.00%		State	$ 2,400,000	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 20,000,000	100.00%	-	All	**$ 2,400,000**	**$ 5,000,000**	**$ 5,000,000**	**$ 10,000,000**	**$ 20,000,000**	
Partially Funded	SS4A Safety Action Plan High Injury Network Escambia-7, Rank 141	609	19		Hyde Park Rd to Massachusetts Ave	High Injury Network Escambia-7, Rank 141	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 150,000	100.00%	YOE 31-35	State*	$ -	$ 205,500	$ -	$ -	$ 205,500	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 150,000	100.00%	-	All	**$ -**	**$ 205,500**	**$ -**	**$ -**	**$ 205,500**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	SS4A Safety Action Plan High Injury Network Santa Rosa-2, Rank 75	629	20		SR 87 to Santa Rosa Okaloosa County Line	High Injury Network Santa Rosa-2, Rank 75	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 150,000	100.00%	YOE 31-35	State*	$ -	$ 205,500	$ -	$ -	$ 205,500	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 150,000	100.00%	-	All	**$ -**	**$ 205,500**	**$ -**	**$ -**	**$ 205,500**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ 5,000,000	$ 5,000,000	$ 10,000,000	$ 20,000,000
State	$ 411,000	$ -	$ -	$ 411,000
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
Total Rollover	$ 106,413,100	$ 47,636,540	$ 101,444

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Fully Funded	Other Transportation Needs (LRTP)	-	46				PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ 3,482,878	100.00%	All YoE	Federal	**$ -**	$ 1,500,000	$ 1,500,000	$ 3,000,000	$ 6,000,000	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 3,482,878	100.00%	-	All	**$ -**	**$ 1,500,000**	**$ 1,500,000**	**$ 3,000,000**	**$ 6,000,000**	
Fully Funded	CR 297 [Pine Forest Road] - Provide 4 Lanes of Capacity N. of Nine Mile Rd with Roundabout at CR 297 and CR 297A and Median U-Turns on Nine Mile Rd	272	21	4410563	SR 10 (US 90A) West Nine Mile Road to CR 297A	Provide 4 Lanes of Capacity on Pine Forest Road North of Nine Mile Rd with Roundabout at CR 297 and CR 297A with Median U-Turns on Nine Mile Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ 12,015,000	100.00%	YOE 41-45	Federal	**$ -**	**$ -**	**$ -**	$ 24,750,900	$ 24,750,900	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 12,015,000	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 24,750,900**	**$ 24,750,900**	
Fully Funded	SR 297 [Pine Forest Road] - Provide 4 Lanes of Capacity N. of I-10	273	21	4410562	Pine Forest Drive to SR 10 (US 90A) West Nine Mile Road	Provide 4 Lanes of Capacity on Pine Forest Road North of I-10	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ 82,435,980	73.00%	YOE 36-40	Federal	$ -	$ -	$ 132,721,928	$ -	$ 132,721,928	
								$ 30,490,020	27.00%	YOE 36-40	State	$ -	$ -	$ 49,088,932	$ -	$ 49,088,932	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 112,926,000	100.00%	-	All	**$ -**	**$ -**	**$ 181,810,860**	**$ -**	**$ 181,810,860**	
							CST & CEI	$ 37,541,000	100.00%	YOE 41-45	Federal	**$ -**	**$ -**	**$ -**	$ 77,334,460	$ 77,334,460	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 37,541,000	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 77,334,460**	**$ 77,334,460**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ 1,500,000	$ 134,221,928	$ 105,085,360	$ 240,807,288
State	$ -	$ 49,088,932	$ -	$ 49,088,932
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
Total Rollover	$ 106,413,100	$ 47,636,540	$ 101,444

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	SR 297 [Pine Forest Road] - Provide 6 Lanes of Capacity South of I-10 (as part of the I-10 Pine Forest Interchange) [SIS] [MAF]	299	22	4410562	Pine Forest Drive to I-10 (SR 8)	Provide 6 Lanes of Capacity on Pine Forest Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%	YOE 36-40	Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 7,867,567	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%	YOE 41-45	Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 10,053,002	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	US 90A (W. Nine Mile Road) - Provide 6 Lanes of Capacity [Beulah Master Plan]	204	22	2186055	US 90 (Mobile Hwy) to SR 99 (Beulah Road)	Provide 6 Lanes of Capacity on W. Nine Mile Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 31-35	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 1,140,227	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 31-35	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 2,280,454	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ 21,664,314	100.00%	YOE 46-50	Federal	$ -	$ -	$ -	$ 44,628,487	$ 44,628,487	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 21,664,314	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 44,628,487**	**$ 44,628,487**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 62,552,359
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 30,365,223	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	US 90A (W. Nine Mile Road) - Provide 6 Lanes of Capacity	239	22	2186055, 2185192	SR 99 (Beulah Road) to SR 297 (Pine Forest Road)	Provide 6 Lanes of Capacity on W. Nine Mile Road	PD&E / NEPA*	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 2,597,184	100.00%	YOE 41-45	State*	$ -	$ -	$ -	$ 5,350,199	$ 5,350,199	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA* - TOTAL	$ 2,597,184	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 5,350,199**	**$ 5,350,199**	
							PE & Permitting*	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 5,194,368	100.00%	YOE 41-45	State*	$ -	$ -	$ -	$ 10,700,398	$ 10,700,398	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting* - TOTAL	$ 5,194,368	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 10,700,398**	**$ 10,700,398**	
							ROW	$ 32,075,221	65.00%	YOE 46-50	Federal	$ -	$ -	$ -	$ 66,074,955	$ 66,074,955	
								$ 17,271,273	35.00%	YOE 46-50	State	$ -	$ -	$ -	$ 35,578,822	$ 35,578,822	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 49,346,494	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 101,653,777**	**$ 101,653,777**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 123,054,572
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 59,735,229	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ 110,703,443	$ 110,703,443
State	$ -	$ -	$ 51,629,419	$ 51,629,419
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
Total Rollover	$ 106,413,100	$ 47,636,540	$ 101,444

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	SR 292 (Sorrento Road) - Provide 4 Lanes of Capacity [MIRR 5.5.6]	210	28	4210114, 4210115	SR 297 (Innerarity Point Rd) / SR 292A (Gulf Beach Hwy) to SR 173 (S. Blue Angel Parkway)	Provide 4 Lanes of Capacity on Sorrento Road	PD&E / NEPA*	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA* - TOTAL	Ongoing	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting*	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 9,900,000	100.00%	YOE 36-40	State*	$ -	$ -	$ 15,939,000	$ -	$ 15,939,000	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting* - TOTAL	$ 9,900,000	100.00%	-	All	**$ -**	**$ -**	**$ 15,939,000**	**$ -**	**$ 15,939,000**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 216,300,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 105,000,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 368,328,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 178,800,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	US 29 Connector West Bypass [Segment 1] - Provide 4 Lanes of Capacity	216	27	4331132, 4331133	Muscogee Road to I-10 New Interchange	Provide 4 Lanes of New Road Capacity as US 29 Connector West Bypass [Segment 1]	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 1,413,593	100.00%	YOE 31-35	State*	$ -	$ 1,936,622	$ -	$ -	$ 1,936,622	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 1,413,593	100.00%	-	All	**$ -**	**$ 1,936,622**	**$ -**	**$ -**	**$ 1,936,622**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 2,827,186	100.00%	YOE 31-35	State*	$ -	$ 3,873,245	$ -	$ -	$ 3,873,245	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 2,827,186	100.00%	-	All	**$ -**	**$ 3,873,245**	**$ -**	**$ -**	**$ 3,873,245**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 55,328,029
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 26,858,267	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 66,976,036
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 32,512,639	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	SR 99 (Beulah Road) - Provide 4 Lanes of Capacity	235	27	4331132, 4331133	Nine Mile Road to I-10 New Interchange	Provide 4 Lanes of Capacity on Beulah Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 1,502,583	100.00%	YOE 31-35	State*	$ -	$ 2,058,539	$ -	$ -	$ 2,058,539	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 1,502,583	100.00%	-	All	**$ -**	**$ 2,058,539**	**$ -**	**$ -**	**$ 2,058,539**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 3,005,165	100.00%	YOE 31-35	State*	$ -	$ 4,117,076	$ -	$ -	$ 4,117,076	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 3,005,165	100.00%	-	All	**$ -**	**$ 4,117,076**	**$ -**	**$ -**	**$ 4,117,076**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 58,811,080
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 28,549,068	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 71,192,360
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 34,559,398	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ 11,985,482	$ 15,939,000	$ -	$ 27,924,482
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

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*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

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Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
Total Rollover	$ 106,413,100	$ 47,636,540	$ 101,444

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	US 90 (Caroline Street) - Provide 4 Lanes of Capacity	262	39	4409152	SR 87 N (Stewart Street) to CR 89 (Ward Basin Road)	Provide 4 Lanes of Capacity on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Ongoing	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ 31,875,000	85.00%	YOE 46-50	Federal	$ -	$ -	$ -	$ 65,662,500	$ 65,662,500	
								$ 5,625,000	15.00%	YOE 46-50	State	$ -	$ -	$ -	$ 11,587,500	$ 11,587,500	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 37,500,000	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 77,250,000**	**$ 77,250,000**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 151,410,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 73,500,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	US 90 - Provide 6 Lanes of Capacity	261	38	4409151	Glover Lane to SR 87 N (Stewart Street)	Provide 6 Lanes of Capacity on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 36-40	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 3,293,989	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ 4,381,006	28.00%	YOE 46-50	Federal	$ -	$ -	$ -	$ 9,024,872	$ 9,024,872	
								$ 11,265,443	72.00%	YOE 46-50	State	$ -	$ -	$ -	$ 23,206,813	$ 23,206,813	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 15,646,449	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 32,231,685**	**$ 32,231,685**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 39,017,303
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 18,940,439	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	US 90 - Provide 4 Lanes of Capacity	263	40	4409153	CR 89 (Ward Basin Road) to SR 87 S	Provide 4 Lanes of Capacity on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Ongoing	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 95,954,920
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 46,580,058	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 116,155,956
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 56,386,386	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ 74,687,372	$ 74,687,372
State	$ -	$ -	$ 34,794,313	$ 34,794,313
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
Total Rollover	$ 106,413,100	$ 47,636,540	$ 101,444

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	Davis Hwy / Martin Luther King Two-Way Conversion - Two-Way Restoration	266	23	4531531, 4529311	E. Wright Street to SR 295 (E. Fairfield Dr)	Provide Two-Way Restoration on Davis Hwy / Martin Luther King	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 36-40	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 1,375,945	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 14,172,234
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 6,879,725	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	US 90 - Provide 6 Lanes of Capacity (Segment 2)	250	34	2204365	Escambia River Bridge (Santa Rosa Line) to Simpson River Bridge	Provide 6 Lanes of Capacity on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 36-40	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 7,700,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 1,596,500
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 775,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 353,209,388
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 171,460,868	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	US 90 - Provide 6 Lanes of Capacity (Segment 3)	251	35	2204366	Simpson River Bridge to Third Avenue	Provide 6 Lanes of Capacity on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 36-40	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 3,520,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 3,106,892
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 1,508,200	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 150,909,356
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 73,256,969	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
Total Rollover	$ 106,413,100	$ 47,636,540	$ 101,444

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	US 90 - Provide 6 Lanes of Capacity (Segment 4)	252	36	2204367	Third Avenue to CR 197A Bell Lane	Provide 6 Lanes of Capacity on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 46-50	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 5,500,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 111,307,362
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 54,032,700	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 307,913,309
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 149,472,480	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	US 90 - Provide 6 Lanes of Capacity (Segment 5)	253	37	2204368	CR 197A Bell Lane to Glover Lane	Provide 6 Lanes of Capacity on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Ongoing (FDOT)	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 61,079,824
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 29,650,400	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 332,549,176
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 161,431,639	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	SR 292 (Gulf Beach Hwy) - Provide 4 Lanes of Capacity [MIRR 5.5.6]	212	30	2184932	SR 727 (S. Fairfield Dr) to SR 295 (Navy Blvd)	Provide 4 Lanes of Capacity on Gulf Beach Highway	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 41-45	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 2,600,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 43,466,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 21,100,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 62,212,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 30,200,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
Total Rollover	$ 106,413,100	$ 47,636,540	$ 101,444

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	SR 292 (Sorrento Rd / Gulf Beach Hwy) - Provide 4 Lanes of Capacity [MIRR 5.5.6]	211	29	2184933	SR 173 (S. Blue Angel Parkway) to SR 727 (Fairfield Drive)	Provide 4 Lanes of Capacity on Sorrento Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 41-45	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 3,600,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 48,616,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 23,600,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 84,872,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 41,200,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
Partially Funded	SR 742 (W. Burgess Road) - Realign/Provide 4 Lanes of Capacity	203	32	2184291	US 29 (SR 95) to SR 742 (Creighton Road) / Hilburn Road	Realign and Provide 4 Lanes of Capacity on Burgess Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 41-45	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 3,163,332	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	Complete	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 74,939,326
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 36,378,314	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
Partially Funded	SR 727 (W. Fairfield Dr.) - Provide 4 Lanes of Capacity	213	31	0	US 90 (Mobile Hwy) to SR 298 (Lillian Hwy)	Provide 4 Lanes of Capacity on W. Fairfield Drive	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 46-50	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 1,146,708	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 46-50	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 2,293,415	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 89,764,280
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 43,574,893	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 108,662,023
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 52,748,555	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
Total Rollover	$ 106,413,100	$ 47,636,540	$ 101,444

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	US 90 - Provide 6 Lanes of Capacity (PD&E Segment 1)	234	33	2204369	Scenic Highway to Escambia River Bridge (Santa Rosa Line)	Provide 6 Lanes of Capacity on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 46-50	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 1,870,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 17,680,568
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 8,582,800	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 99,067,542
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 48,091,040	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
Partially Funded	Navarre Community Access Road - Provide 2 Lanes of New Capacity [MIRR 5.8.1]	274	41	4517351, 4369021	Edgewood Drive to Panhandle Trail / Fox Den Drive / Whispering Pines Road	Provide 2 Lanes of New Capacity as Navarre Community Access Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Ongoing	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 19,958,885
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 9,688,779	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 99,794,425
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 48,443,895	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 229,527,177
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 111,420,960	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
Partially Funded	SR 289 (Ninth Avenue) / Langley / Tippen - Major Intersection Improvement	801	25	2186202	SR 289 (Ninth Avenue) / Langley / Tippen to SR 289 (Ninth Avenue) / Langley / Tippen	Provide Major Intersection Reconstruction at Ninth Avenue / Langley / Tippin	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 46-50	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 1,355,454	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 46-50	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 2,439,817	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 72,100,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 35,000,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 94,760,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 46,000,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
Total Rollover	$ 106,413,100	$ 47,636,540	$ 101,444

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	US 90 (W. Cervantes St) - Road Diet	402	24	0	Dominques St to A Street	Provide Lane Elimination on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Not Applicable	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 46-50	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 1,558,772	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 7,385,460
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 3,585,175	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	SR 87A New Connector / NAS Whiting Field Munson Highway Connector – New 4-Lane Capacity for SR 87 Connector [MIRR 5.6.8]	259	42	4167488	US 90 to CR 191 (Munson Hwy)	Provide 4 Lanes of New Capacity for SR 87 Connector to NAS Whiting Field	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Ongoing	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 93,426,716
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 19,436,904	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 214,881,448
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 44,704,878	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	SR 87A New Connector / NAS Whiting Field Munson Highway Connector – New 4-Lane Capacity for SR 87 Connector [MIRR 5.6.8]	260	43	4167489	CR 191 (Munson Hwy) to SR 87N	Provide 4 Lanes of New Capacity for SR 87 Connector to NAS Whiting Field	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Ongoing	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 93,426,716
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 25,915,871	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 214,881,448
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 59,606,504	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
Total Rollover	$ 106,413,100	$ 47,636,540	$ 101,444

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	City of Gulf Breeze (CRA) Pedestrian Bridge Overpass over US 98	137	26	4515721	New 4-mile Multi-Use Pathway to Commercial District and East Side of the City	FDOT Pedestrian Bridge Highway 98 Overpass	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Ongoing	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 824,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 400,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 9,640,800
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 4,680,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	Connecting the Collectors - Eglin AFB at Hurlburt Field	269	44	0	Navarre Community Access Road to Hurlburt Field	Provide new 2 Lane Capacity as Connecting the Collectors Roadway on Eglin AFB at Hurlburt Field	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 4,000,000	33.29%	YOE 31-35	State	$ -	$ 5,480,000	$ -	$ -	$ 5,480,000	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 16,512,013
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 12,015,540	33.29%	-	All	**$ -**	**$ 5,480,000**	**$ -**	**$ -**	**$ 5,480,000**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 61,880,033
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 142,324,076
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	SR 295 (Navy Blvd) [N and S segments] - Corridor Management. MIRR Project 5.5.2 Navy Blvd Improvements	407	45	0	SR 292 (Gulf Beach Hwy) to Bayou Grande Bridge / Duncan Road / NAS Entrance	Corridor Management Plan Implementation (Plan funded in FY24 and currently underway)	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ 350,000	100.00%	YOE 31-35	Local / Other	$ -	$ 479,500	$ -	$ -	$ 479,500	
							PD&E / NEPA - TOTAL	$ 350,000	100.00%	-	All	**$ -**	**$ 479,500**	**$ -**	**$ -**	**$ 479,500**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ 5,480,000	$ -	$ -	$ 5,480,000
Transit	$ -	$ -	$ -	$ -
Local	$ 479,500	$ -	$ -	$ 479,500

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

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**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
Total Rollover	$ 106,413,100	$ 47,636,540	$ 101,444

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	Regional Transportation Management Center (RTMC) [MIRR 5.7.7] [FY25-29 TIP]	602	-	4515241	Multiple to Multiple	Escambia / Santa Rosa Regional ITS	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ 5,767,459	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ -	0.00%	-	All	**$ 5,767,459**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	Gregory St - Connectivity to Legion Field Park via Gregory St	9	-	4499171	L St to G St	Connectivity to Legion Field Park via Gregory St	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 37,608	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 94,020	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ 1,696,633	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 216,246	0.00%	-	All	**$ 1,696,633**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	W. Main St - Sidewalks, Multi-Use Path, Crosswalk/Intersection [FL-AL TPO FY25-29 TIP]	71	-	4409041	Barrancas Ave to Clubbs St	Sidewalks, Multi-Use Path, Crosswalk/Intersection	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 2,548,048	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ 2,548,048	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ -	0.00%	-	All	**$ 2,548,048**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

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Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
Total Rollover	$ 106,413,100	$ 47,636,540	$ 101,444

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	N. Hayne Street (TA Project) [FL-AL TPO FY25-29 TIP]	76	-	4517241	E. Blount Street to E. Jordan Street	Multi-Use Path on North Hayne Street from East Blount Street to East Jordan Street.	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ 886,720	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 886,720	0.00%	-	All	**$ 886,720**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	N. Hayne Street at Hollice T. Williams Park (TA and LAP project) [FL-AL TPO FY25-29 TIP]	77	-	4517242	E. Cervantes Street to E. Blount Street	Multi-Use Path on North Hayne Street from East Cervantes Street to East Blount Street. Multi-Use Path in Hollice T. Williams Park - Phase II; LAP with City of Pensacola.	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ 918,634	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 918,634	0.00%	-	All	**$ 918,634**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 1 Gulf Breeze Pkwy	88	-	4554132	Hampton Inn to Gulf Islands National Seashore	Regional corridor connecting Okaloosa and Escambia counties largely along US 98 and E Bay Boulevard.	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ 962,500	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 396,697	0.00%	-	All	**$ 962,500**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 2,042,992
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 991,744	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 4,698,882
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 2,281,010	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

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**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
Total Rollover	$ 106,413,100	$ 47,636,540	$ 101,444

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	E. Johnson Ave TPO Non-SIS Project Priorities #3. Sidewalks from W of Chemstrand Rd to E of Johnson Ave [FL-AL TPO FY25-29 TIP]	135	-	4466631	West of Chemstrand Road to Cody Lane / Johnson Avenue	Add Turn Lane(s) SR 10 (US 90) Davis Hwy at SR 10A (US 90) Scenic Hwy Intersection	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ 1,403,000	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 1,613,450	0.00%	-	All	**$ 1,403,000**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	SR 173 Blue Angel Pkwy From CR 292A Gulf Beach Hwy to SR 292 Sorrento Road. Bike Path/Trail (MIRR 5.5.5) [FL-AL TPO FY25-29 TIP]	136	-	4536051	CR 292A Gulf Beach Hwy to SR 292 Sorrento Road	TPO Florida Transportation Alternatives Project Priority #1. Bike/Path Trail on SR 173 (Blue Angel Parkway) from CR 292A (Gulf Beach Highway) to SR 292 (Sorrento Road).	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 880,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ 2,231,078	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ 22,249	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 2,591,327	0.00%	-	All	**$ 2,253,327**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	SR 298 Lillian Highway Sidewalks from North 65th Ave to North 57th Ave [FL-AL TPO FY26-30 TIP]	139		4552511	North 65th Ave to North 57th Ave	Sidewalks	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 251,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ 730,694	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 366,678	0.00%	-	All	**$ 730,694**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

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**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
Total Rollover	$ 106,413,100	$ 47,636,540	$ 101,444

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	SR 196 [Main Street / Bayfront Parkway] [SIS Project ID 3452] [FL-AL TPO FY26-30 TIP]	140		4534761	Tarragona St to 14th Avenue	Provide SUNTrail Path on Bayfront Parkway	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ 7,484,170	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 8,606,795	0.00%	-	All	**$ 7,484,170**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	West Main Street Stormwater and Multi-Modal Design Project	400		4409041	Barrancas Avenue to S. Clubbs Street	Provide 2 Lanes Capacity with Sidewalk, Crosswalks, Drainage, Lighting, and Shared-Use Path within Existing Right-of-Way	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ 2,548,048	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 2,500,000	0.00%	-	All	**$ 2,548,048**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

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Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
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Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	US 98 (SR 30) [Gulf Breeze Parkway] at SR 399 [Pensacola Beach Rd] Overpass - Major Intersection Improvement	812		2204268	US 98 [Gulf Breeze Pkwy] at SR 399 Overpass to US 98 [Gulf Breeze Pkwy] at SR 399 Overpass	Provide Interchange Reconstruction	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ 2,310,000	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 1,850,000	0.00%	-	All	**$ 2,310,000**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 7,622,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 3,700,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 68,598,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 33,300,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 87,653,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 42,550,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	CR 184 Quintette Road at CR 95A Intersection	813		4553191	CR 95A to CR 95A	Intersection Reconfiguration to realign East and West Quintette Road at CR 95A	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ 1,275,000	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 2,443,750	0.00%	-	All	**$ 1,275,000**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

FL SIS YOE

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ -	$ -	$ -
State	$ 158,048,680	$ 45,498,600	$ 1,991,628,602
Transit	$ -	$ -	$ -
Local	$ -	$ -	$ -
Total Costs	$ 158,048,680	$ 45,498,600	$ 1,991,628,602

Font Color
Federal
State
Transit
Local

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ -	$ -	$ -
State	$ 158,048,680	$ 45,498,600	$ 1,991,628,602
Transit	$ -	$ -	$ -
Local	$ -	$ -	$ -
Total Costs	$ 158,048,680	$ 45,498,600	$ 1,991,628,602

Font Color
Federal
State
Transit
Local

Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (YoE)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
I-10 (SR 8) at SR 99 (Beulah Road) - New Interchange Major Intersection Improvement (Includes I-10 6-Lane Capacity from SR 99 to State Line)	806	1	4331131	Alabama State Line to East of EB Weigh Station	Provide 6 Lanes of Capacity on I-10 and New Interchange at Beulah Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ 280,666,564	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 280,666,564	0.00%	-	All	**$ 280,666,564**	**$ -**	**$ -**	**$ -**	**$ -**	
I-10 (SR 8) from E of Weigh Station to E of SR 10 (US 90A) Nine Mile Road (includes US 90 / Nine Mile Road Major Intersection Improvement Exit 5)	807	2	4379052	East of EB Weigh Station to East of SR 10 (US 90A) Nine Mile Road (includes interchange)	Provide 6 Lanes of Capacity on I-10 and New Interchange at Nine Mile Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 815,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	$ 163,295,982	**$ -**	**$ -**	**$ -**	**$ -**	
							$ -	0.00%		State	$ 104,223,960	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 265,668,942	0.00%	-	All	**$ 267,519,942**	**$ -**	**$ -**	**$ -**	**$ -**	
I-10 (SR 8) from E of SR 10 (US 90A) Nine Mile Road to W of SR 95 (US 29) (includes SR 297 / Pine Forest Rd interchange at Exit 7) [SIS project ID 3574]	808	3	4379053	E of SR 10 (US 90A) Nine Mile Road to W of SR 95 (US 29) (includes interchange)	Provide 6 Lanes of Capacity on I-10 and New Interchange at Pine Forest Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 21,233,000	100.00%	YOE 31-35	State	$ -	$ 29,089,210	$ -	$ -	$ 29,089,210	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 21,233,000	100.00%	-	All	**$ -**	**$ 29,089,210**	**$ -**	**$ -**	**$ 29,089,210**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ 254,205,000	100.00%	YOE 41-45	State	$ -	$ -	$ -	$ 523,662,300	$ 523,662,300	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 254,205,000	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 523,662,300**	**$ 523,662,300**	

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ -	$ -	$ -
State	$ 158,048,680	$ 45,498,600	$ 1,991,628,602
Transit	$ -	$ -	$ -
Local	$ -	$ -	$ -
Total Costs	$ 158,048,680	$ 45,498,600	$ 1,991,628,602

Font Color
Federal
State
Transit
Local

Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (YoE)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
I-10 (SR 8) at SR 297 [Pine Forest Road] - Major Intersection Improvement Exit 7 [SIS project ID 3574] and Interim WB Ramp Extension	809	3	4379054, 4545071	I-10 at SR 297 (Pine Forest Road) to I-10 at SR 297 (Pine Forest Road)	Provide New Diverging Diamond Interchange at Pine Forest Rd and WB Ramp	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%	YOE 31-35	State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ -	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	$ -	$ -	$ -	$ -	
							$ -	0.00%	YOE 41-45	State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ -	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
SR 173 [S. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS ID 3912] [MAF]	293	9	4210121	SR 292 (Gulf Beach Highway) / Sorrento Road to US 98	Provide 4 Lanes of Capacity on Blue Angel Parkway	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ 151,576,000	100.00%	YOE 46-50	State	$ -	$ -	$ -	$ 312,246,560	$ 312,246,560	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 151,576,000	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 312,246,560**	**$ 312,246,560**	
US 98 [Navarre Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3462] (MIRR 5.8.1)	291	15	2204265	Ortega Street to Okaloosa County Line	Provide 6 Lanes of Capacity on US 98	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 60,000	100.00%	YOE 36-40	State	$ -	$ -	$ 96,600	$ -	$ 96,600	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ 60,000	100.00%	-	All	**$ -**	**$ -**	**$ 96,600**	**$ -**	**$ 96,600**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 89,287,336
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 43,343,367	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 103,717,613
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 50,348,356	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ -	$ -	$ -
State	$ 158,048,680	$ 45,498,600	$ 1,991,628,602
Transit	$ -	$ -	$ -
Local	$ -	$ -	$ -
Total Costs	$ 158,048,680	$ 45,498,600	$ 1,991,628,602

Font Color
Federal
State
Transit
Local

Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (YoE)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
US 98 [Navarre Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3564] (MIRR 5.8.1)	290	14	2204266	Ramble Bay Lane to Ortega Street	Provide 6 Lanes of Capacity on US 98	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 13,750,000	100.00%	YOE 36-40	State	$ -	$ -	$ 22,137,500	$ -	$ 22,137,500	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ 13,750,000	100.00%	-	All	**$ -**	**$ -**	**$ 22,137,500**	**$ -**	**$ 22,137,500**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 69,129,177
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 80,301,569
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
US 98 [Gulf Breeze Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3490] (MIRR 5.8.1)	288	12	2204263	Portside Drive to Bergren Road	Provide 6 Lanes of Capacity on US 98	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 4,950,000	100.00%	YOE 36-40	State	$ -	$ -	$ 7,969,500	$ -	$ 7,969,500	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ 4,950,000	100.00%	-	All	**$ -**	**$ -**	**$ 7,969,500**	**$ -**	**$ 7,969,500**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 11,000,000	100.00%	YOE 46-50	State	$ -	$ -	$ -	$ 22,660,000	$ 22,660,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 11,000,000	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 22,660,000**	**$ 22,660,000**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 164,055,669
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 79,638,674	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
US 98 [Gulf Breeze / Navarre Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3461] (MIRR 5.8.1)	289	13	2204264	Bergren Road to Ramble Bay Lane	Provide 6 Lanes of Capacity on US 98	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 4,400,000	100.00%	YOE 36-40	State	$ -	$ -	$ 7,084,000	$ -	$ 7,084,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ 4,400,000	100.00%	-	All	**$ -**	**$ -**	**$ 7,084,000**	**$ -**	**$ 7,084,000**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 112,061,010
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 54,398,549	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 130,171,880
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 63,190,233	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ -	$ -	$ -
State	$ 158,048,680	$ 45,498,600	$ 1,991,628,602
Transit	$ -	$ -	$ -
Local	$ -	$ -	$ -
Total Costs	$ 158,048,680	$ 45,498,600	$ 1,991,628,602

Font Color
Federal
State
Transit
Local

Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (YoE)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
I-10 (SR 8) from SR 281 (Avalon Blvd) to Okaloosa Co Line [SIS Project ID 3319]	282	-	4130624	SR 281 (Avalon Blvd) to Okaloosa County Line	Provide 6 Lanes of Capacity on I-10	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
I-10 (SR 8) from E of SR 281 (Avalon Blvd) to East of Blackwater River [SIS Project ID 3319]	283	5	4130626	E of SR 281 (Avalon Blvd) to East of Blackwater River	Provide 6 Lanes of Capacity on I-10	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 6,900,000	100.00%	YOE 31-35	State	$ -	$ 9,453,000	$ -	$ -	$ 9,453,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ 6,900,000	100.00%	-	All	**$ -**	**$ 9,453,000**	**$ -**	**$ -**	**$ 9,453,000**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 2,100,000	100.00%	YOE 36-40	State	$ -	$ -	$ 3,381,000	$ -	$ 3,381,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 2,100,000	100.00%	-	All	**$ -**	**$ -**	**$ 3,381,000**	**$ -**	**$ 3,381,000**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ 368,275,000	100.00%	YOE 46-50	State	$ -	$ -	$ -	$ 758,646,500	$ 758,646,500	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 368,275,000	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 758,646,500**	**$ 758,646,500**	
I-10 (SR 8) from East of Blackwater River to East of SR 87 [SIS Project ID 3518]	284	6	4130627	East of Blackwater River to East of SR 87	Provide 6 Lanes of Capacity on I-10	PD&E / NEPA*	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA* - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting*	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 4,300,000	100.00%	YOE 31-35	State	$ -	$ 5,891,000	$ -	$ -	$ 5,891,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting* - TOTAL	$ 4,300,000	100.00%	-	All	**$ -**	**$ 5,891,000**	**$ -**	**$ -**	**$ 5,891,000**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 3,000,000	100.00%	YOE 36-40	State	$ -	$ -	$ 4,830,000	$ -	$ 4,830,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 3,000,000	100.00%	-	All	**$ -**	**$ -**	**$ 4,830,000**	**$ -**	**$ 4,830,000**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ 178,254,000	100.00%	YOE 41-45	State	$ -	$ -	$ -	$ 367,203,240	$ 367,203,240	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 178,254,000	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 367,203,240**	**$ 367,203,240**	

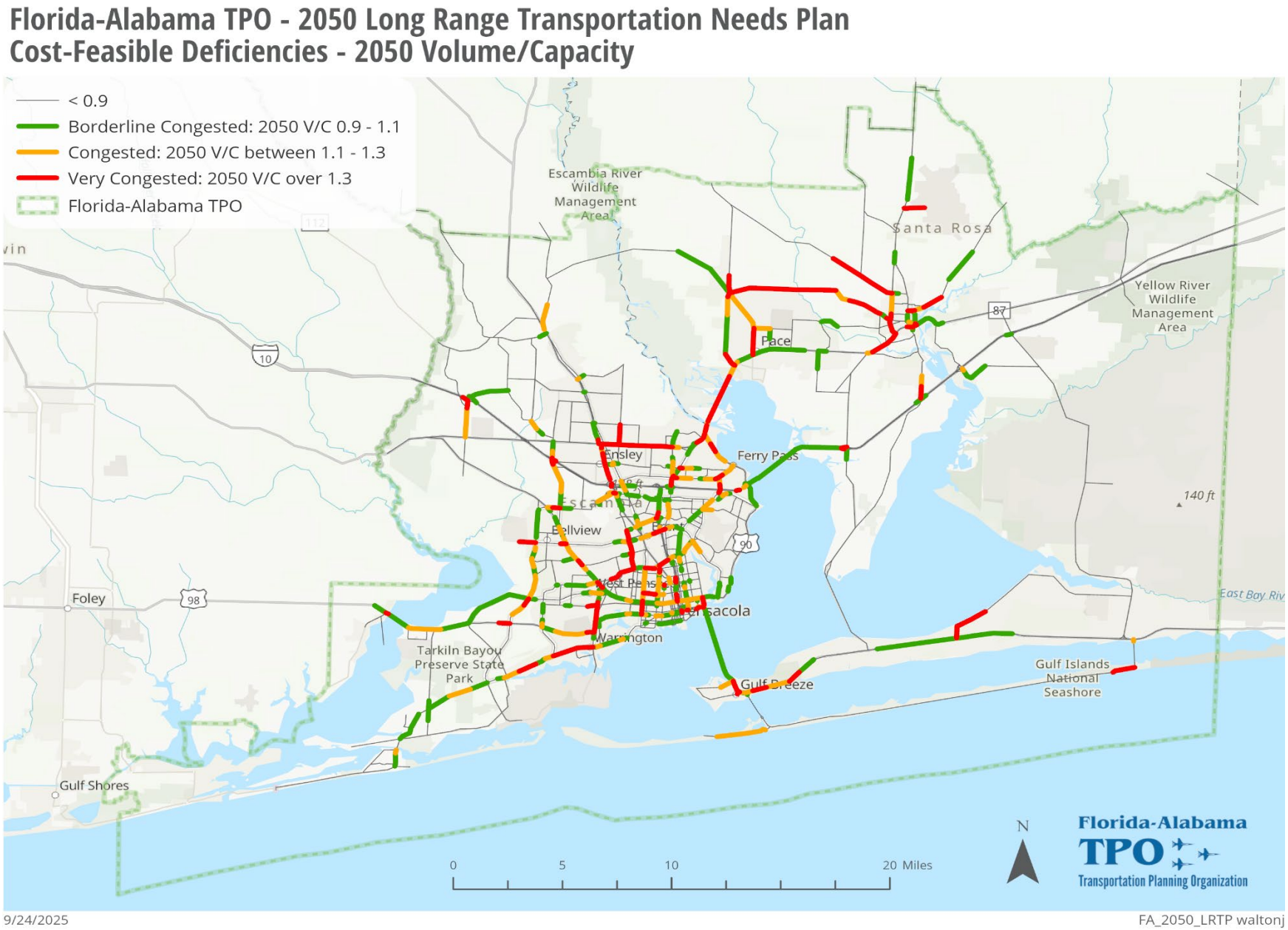
Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ -	$ -	$ -
State	$ 158,048,680	$ 45,498,600	$ 1,991,628,602
Transit	$ -	$ -	$ -
Local	$ -	$ -	$ -
Total Costs	$ 158,048,680	$ 45,498,600	$ 1,991,628,602

Font Color
Federal
State
Transit
Local

Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (YoE)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
I-10 (SR 8) from East of SR 87 to Miller Bluff Road [SIS]	285	7	4130628	East of SR 87 to Miller Bluff Road	Provide 6 Lanes of Capacity on I-10	PD&E / NEPA*	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA* - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting*	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ 4,950,000	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting* - TOTAL	$ -	0.00%	-	All	**$ 4,950,000**	**$ -**	**$ -**	**$ -**	**$ -**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 2,600,000	100.00%	YOE 31-35	State	$ -	$ 3,562,000	$ -	$ -	$ 3,562,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 2,600,000	100.00%	-	All	**$ -**	**$ 3,562,000**	**$ -**	**$ -**	**$ 3,562,000**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ 75,331,000	100.00%	YOE 31-35	State	$ -	$ 103,203,470	$ -	$ -	$ 103,203,470	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 75,331,000	100.00%	-	All	**$ -**	**$ 103,203,470**	**$ -**	**$ -**	**$ 103,203,470**	
I-10 (SR 8) from Miller Bluff Road to Okaloosa County Line [SIS]	286	8	4130629	Miller Bluff Road to Okaloosa County Line	Provide 6 Lanes of Capacity on I-10	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 5,000,000	100.00%	YOE 31-35	State	$ -	$ 6,850,000	$ -	$ -	$ 6,850,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ 5,000,000	100.00%	-	All	**$ -**	**$ 6,850,000**	**$ -**	**$ -**	**$ 6,850,000**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 14,214,000
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 6,900,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 185,400,000
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 90,000,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
US 98 (SR 30) [Gulf Breeze Pkwy] from Baybridge Dr to Bayshore Rd (Gulf Islands Natl Seashore Naval Live Oaks) - Provide 6 Lanes Capacity [SIS Project ID 3916 as modified by D3]	287	11	2204268	Baybridge Dr to Bayshore Road	Provide 6 Lanes Capacity on US 98 through Gulf Islands National Seashore	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ 2,310,000	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ 2,100,000	0.00%	-	All	**$ 2,310,000**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 3,500,000	100.00%	YOE 41-45	State	$ -	$ -	$ -	$ 7,210,000	$ 7,210,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ 3,500,000	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 7,210,000**	**$ 7,210,000**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 105,261,692
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 51,097,909	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 134,501,051
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 65,291,772	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

APPENDIX F – 2050 COST FEASIBLE PLAN DEFICIENCY MAP



Florida-Alabama 2050 Cost Feasible Plan

APPENDIX G – RESOLUTION FL-AL 25-21 COST FEASIBLE PLAN

RESOLUTION FL-AL 25-21

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE 2050 FLORIDA-ALABAMA LONG-RANGE TRANSPORTATION PLAN COST FEASIBLE PLAN

WHEREAS, the Florida-Alabama Transportation Planning Organization (TPO) is the organization designated by the governors of Florida and Alabama as being responsible, together with the states of Florida and Alabama, for carrying out the continuing, cooperative and comprehensive transportation planning process for the Florida-Alabama TPO Planning Area; and

WHEREAS, the Florida-Alabama TPO 2050 Long-Range Transportation Plan is developed pursuant to Part 23 Section 450.324, Code of Federal Regulations and Section 339.175(7), Florida Statutes and is the transportation plan that contains needed and financially feasible projects for at least a 20 year planning horizon; and

WHEREAS, the 2050 Cost Feasible Plan was presented at three public workshops within the TPO area; and

WHEREAS, the 2050 Cost Feasible Plan was presented and reviewed by the LRTP Steering Committee members on April 15, 2025, June 10, 2025, and July 15, 2025; and

WHEREAS, the 2050 Cost Feasible Plan contains multi-modal projects;

NOW, THEREFORE, BE IT RESOLVED BY THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION THAT:

The Florida-Alabama TPO adopts the 2050 Cost Feasible Plan.

Passed and duly adopted by the Florida-Alabama Transportation Planning Organization on this 13th day of August 2025.

FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION

BY: _____
Steven Barry, Chairman

ATTEST: _____